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(54) Transit schedule generating method and system.

(57) This invention relates to a method of and a system for generating and correcting or regulating a transit schedule of a transportation medium, such as a train and an airplane. Schedule tables for transportation media in which the numerical values for various items, such as departure and arrival time, place of departure, transportation media and trainmen to be allotted and connection transportation media are correspondingly shown, general or individual diagrams of plans of using transportation media and departure and arrival time, which are edited from a point of view different from the point of view from which the schedule tables are generated, and diagrams of working plans of all or individual operations to be carried out by trainmen and other workers are all stored in a memory, and these diagrams of plans and tables are displayed in arbitrary sizes and shapes in arbitrary positions at arbitrary time in a display unit, such as a multiwindow. Whenever variations occur in the schedules and actual transit condition, the influence thereof upon the schedules is checked. If there are any problems, they are eliminated automatically in a predetermined range of the diagrams, or picture for describing and giving guidance to the elimination of these problems are displayed at once. This invention is characterized in that it includes a first actor managing a transit schedule of an object to be transported, and a second actor for managing a transit schedule of a transportation medium for transporting this object, each actor having active knowledge and passive knowledge, the information held by one actor being exchanged with that held by the other to prepare schedule data managed by itself, on the basis of the exchanged data.

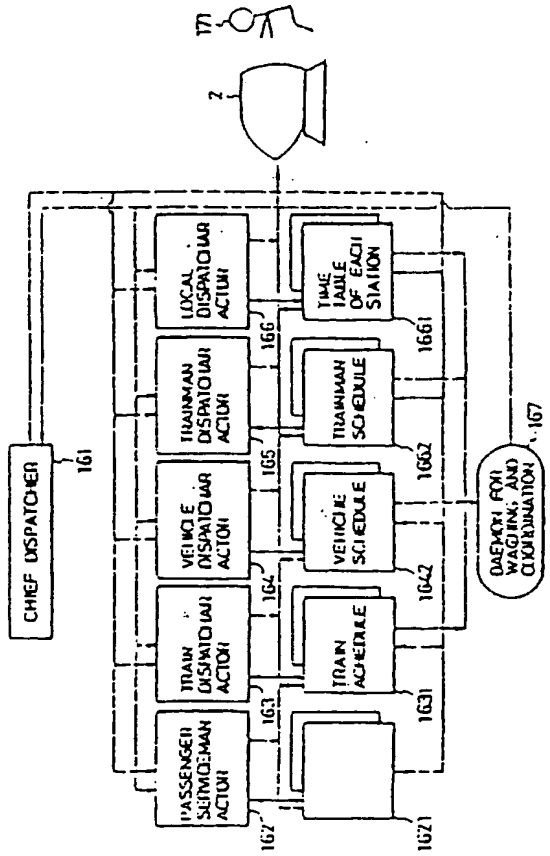

FIG. 12

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TRANSIT SCHEDULE GENERATING METHOD AND SYSTEM

Background of the Invention:

Field of the Invention:

This invention relates to a transit schedule generating method and system, and more particularly to a human interface system for generating and changing railway schedules and flight schedules, or automating or semi-automating the execution or the supporting of the regulation of such schedules.

Description of the Prior Art:

As the computers have been developed, the generation and regulation of railway schedules have been computerized. However, since is a limit to the performance of the hardware and software of a computer, it is still necessary for man to share the functions of a computer and check the results of computer-processed work. In spite of this fact, a method has not sufficiently been studied, which is helpful in understanding the content of a computer-processing operation, sufficiently indicating the information, which is required for the generation and correction of a railway schedule, on a display, manually checking the results of computer-processed work and adding and incorporating the operator's judgement in the results of computer-processed work. A conventional transit schedule generating system is merely provided with a schedule-setting display and a schedule diagram-indicating display. A schedule is set by the former display and confirmed by the latter display, and this system has no greater ability. In the generation and regulation of a railway schedule, not only a schedule diagram but also a diagram of allocation of vehicles and trainmen and a diagram of the condition of use of station facilities and two types of such diagrams at that, i.e. general diagrams including general information and divisional diagrams including particular information. Making schedule diagrams by train and station is also important. It is necessary that these schedule diagrams be displayed as necessary in required sizes and shape in positions in which they can be seen easily.

It is unsuitable to use such a conventional transit schedule generating system for the purpose of accurately generating and changing a railway schedule while watching the schedule as a whole, by displaying the information on such a schedule with respect to the above-mentioned various subjects at once for the convenience of comparing and checking each divisional information and grasping the general information, or by transferring a part or an element of the information by an easily-operable mouth while watching the schedule diagram, or by changing the shape of an element of the information while watching the schedule diagram. In a recent-developed transit schedule generating system, which also uses two displays, a schedule setting picture and a picture of schedules for all trains can be displayed. However, the generation and correction of a schedule diagram are done on the schedule setting picture, and the functions of changing a schedule by efficiently manipulating the elements of the schedule diagram are not provided. The pointing device used in this system consists of a light pen of a low handling efficiency, and a mouth is not employed. In a system using both a key board and a light pen, inputting accurate numerical values is difficult.

(Reference literature: "DIAPS Schedule Diagram Generating System of the National Railways Corporation" (18th Collection of Drafts of Theses on the Railway Cyoerneucs, 1981, page 151)

Summary of the Invention:

As object of the present invention is to provide a transit schedule generating method and system, which are free from the above-mentioned problems in a conventional system of this kind, and which are required to carry out the generation of transit schedules and the changing of transit schedules when an accident or a delay occurs, i.e. the regulation of operation of trains, with a high efficiency and a high reliability.

To achieve this object, the present invention provides a transit schedule generating system provided with an information processing means and an input and output means, characterized in that the system includes a first actor for managing the transit schedule for an object to be transferred, and a second actor for managing the transit schedule for a transportation medium for transporting the object, each actor having active knowledge and passive knowledge, this system having a step of exchanging the information held by one actor with that held by the other by message passing, and a step for preparing schedule data to be managed by itself on the basis of the exchanged information.

Brief Description of the Drawings:

Fig. 1 is a construction diagram of an embodiment of a system 1 according to the present invention;

Fig. 2 shows an initial picture in the system 1 of Fig. 1;

Fig. 3 shows a picture appearing at the time of setting parameters for the automatic generation of a schedule diagram;

Fig. 4 shows a picture appearing in the midst of the automatic generating of a schedule diagram;

Fig. 5 shows a picture appearing when a conflict occurs in the automatic trainman allocation;

Fig. 6 shows a picture in which a schedule table, a schedule diagram and vehicle and trainman allocation are displayed simultaneously, i.e., in rows;

Figs. 7-10 show pictures in which sizes, shapes and positions are displayed in rows as necessary in the same manner as in a multiwindow;

Fig. 11 is a diagram showing the en route stop time at various stations;

Figs. 12 and 13 are block diagrams showing the functions of the present invention; and

Figs. 14-16 are flow charts showing the operation of the present invention.

Description of the Preferred Embodiments:

An embodiment of the present invention will now be described with reference to the drawings.

Fig. 1 is a block diagram of an embodiment of a transit schedule generating, regulating and supporting apparatus as a whole according to the present invention.

Referring to Fig.1, reference numeral 1 denotes a computer, 2 a display, 3 a key board, and 4 an input unit called a mouth.

In order to operate this apparatus, the operational procedure is stored in a firmware memory 11 in the computer 1 or loaded on a main memory 12 in the computer 1 from an auxiliary memory 13 which consists of a disc or a magnetic tape, or a part of the procedure is stored in the firmware memory 11 with the remaining part thereof loaded on the main memory 12. The apparatus is then started as the operation of the computer 1 is suitably controlled. A computer modified so that it acts in accordance with the operation of this system in this manner will hereinafter called "system 1".

The generation and regulation of schedule diagrams is a very complicated business requiring correct judgement and having a large number of factors, such as not only the departure and arrival time of trains and the outpacing of another train but also the vehicle and trainman dispatch, station facilities and the service given to passengers. In this system 1, complicated problems are studied from various aspects to solve the same, and the results are expressed in various ways, i.e., by using diagrams, tables and sentences, on the basis of the information processing psychological theory. Namely, the information on the above-mentioned various factors of a transit schedule is expressed by using diagrams, tables and sentences in various ways on the basis of a combination of the concept of object module, which will be described later, and the graphical techniques included in a multiwindow, and the resultant information is displayed at once as necessary in required shapes and in required positions so that the information can be checked comparatively and grasped generally with ease.

The functions of the present invention can be attained by merging the concept of using actors and demons with high-degree graphical techniques on the basis of a information processing module called an object. An object consists of names of items describing the internal condition thereof, and knowledge describing a method of changing data, which constitute the internal condition of a message from another object, and sending a message to another object. An actor, which is a kind of object, is similar to an actor in a motion picture and a drama, and consists of a knowledge body which is capable of making actions in accordance with its predetermined role. A user (man) is sometimes considered as a part of an actor. The actor in the present invention is generally different from a program module in a conventional system of this kind. The actor is adapted to discuss problems with another actor and solve the same cooperatively therewith by exchanging messages with the mentioned actor by an information exchanging means, which is called message passing, and which is similar to a man, not through a common data area and data base, such as a common area of FORTRAN, a working memory in a rule base and a blackboard in a cooperative rule base. The important data are managed as the internal condition of the actor. Since the content of the data cannot be corrected by anything out the message passing, the access of data is checked necessarily by the knowledge-carrying actor. Therefore, this system enables the intellectual and highly-reliable (collective) judgement and information processing unlike a conventional system using a data base. Moreover, owing to the message passing, discussion can be made both between the actors and between an actor and a man on an equivalent basis by the same communication means. Especially, between a man and an actor, an actor and a window can have one-to-one conversation through an intuitive interface, such as a multiwindow and a pointing device called mouse. Accordingly, unlike a conventional system, in which a computer, especially, a program therefor consists of a black box, the operation of the system can be grasped as variations in the condition of each actor and the message passing between the actors and between a man and an actor. Therefore, the performance of the system as a man machine can be improved.

Fig. 12 shows the construction of the functional parts and the flow of information between the functional parts in this system.

A chief-dispatcher object 116, which consists of an actor corresponding to a commander-in-chief, is adapted to regulate the problems between dispatcher actors. The object 161 is adapted to check the possibility of re-trial for automatic correction and set the trial conditions. The object 161 also has the functions of an intellectual interface, in which the reasoning and processing are done, which are required for the meta-level braking, in which the reasoning for these checking and setting operations and a basic control operation like a control operation carried out by an operating system is done; the displaying of information with the priority order of the actors and objects taken into consideration, and the shifting of an automatic operation to a manual operation, and vice versa; and the setting of the content of a menu for guiding the user.

The actors corresponding to commanders in charge include objects, such as a passenger command 162, a train dispatch command 163, a vehicle dispatch command 164, a trainman dispatch command 165, and a station command 166. The vehicle dispatch command 164 and trainman dispatch command 165 out of these commands inherit a resource using knowledge, i.e. common knowledge.

The objects or dispatcher actors have active knowledge including a rule, a script and procedure, and passive knowledge processed thereby. Concrete examples of such knowledge are the service plan and various diagrams designated by reference numerals 1621-1661.

If these actors are copied, or if a part of the knowledge therein is replaced, for example, even a train commander can easily make actors of different personalities. Accordingly, a system having an individuality, especially, a system matching the individuality of a user, having excellent man-machine characteristics and different from a conventional system of this kind can be obtained.

A monitor-regulator demon 167 is adapted to monitor the passive knowledge (this also constitutes objects, and the actors and these objects consist of modeled knowledge structures called frames which are accepted widely in the learned circle of psychology). A demon is also an object or an actor (having a low intellectual level), which is added to each object, such as a diagram and a resource (a demon is an object of individuality, the monitoring rules are altered in accordance with the object).

The flow of information among the functions (actors and objects shown in Fig. 12 will now be described.

As already referred to in the previous paragraph, the exchanging of signals between objects (including a user 171, a man, and actors) is done by using messages only (message passing). The various diagrams 1631-1661 including the service plan 1621 and train dispatch schedule 1631 are changed by the instruction actors (for example,

the service plan 1621 is changed by the passenger command 162; the train dispatch schedule 1631 by the train dispatch command 163; the vehicle dispatch schedule 1642 by the vehicle dispatch command 164; the trainman dispatch schedule 1652 by the trainman dispatch command 165; and the station schedule 1661 by the station manager 166) by which these schedules are managed, or by the user 171 who is considered to be a member of the actors. The changing of these schedules is monitored by the monitor-regulator demon 167, and the problems are informed of the relative dispatcher actor so as to check and eliminate them. The chief dispatcher 161 is adapted to determine the number of trials and the conditions therefor so that the problems are eliminated by the relative dispatcher actor, and send a message to the same dispatcher actor. The user 171 can also send an instruction message to each actor.

Each actor is adapted to indicate a problem, if any, on the display 2 by putting the window, in which the actor is to be displayed, in front of the windows, in which other actors and objects are to be displayed. This corresponds to a person who attends a meeting and has a question or an opinion goes in front of a blackboard to express his question or opinion. In the case where a plurality of actors have problems, the chief dispatcher 161 makes adjustments to determine an actor which is to be put in front of the display 2 and express his question or opinion. This is similar to a chairman's action in a meeting of determining the order of the attendants who are to express their opinions. As automatic mode can be set so that a schedule diagram can be generated and used without the intervention of the user. During this time, the problems are automatically informed of the relative dispatcher actor, and regulations, such as the setting of re-trial conditions is done by the collective dispatcher actor 161, the relative actor carrying out an automatic re-trial accordingly. The user 171 can intervene a problem-solving operation in the midst thereof not only in a manual mode but also in an automatic mode to talk with each actor and object by message passing. The problems are thus solved cooperatively through discussions between actors including men.

Fig. 13 shows a construction diagram of an embodiment of the present invention which is combined with a microcomputer, the price of which is expected to be reduced greatly, and the computation speed and functions of which are expected to be improved greatly, in the future.

Each instruction actor, which is considered to be an active object and an independent intellectual body, is formed of a microcomputer, a computer or LSI, and these actors are connected together by a local network 186 consisting of buses or rings. A user interface actor 185, which has knowledge 1850 concerning the user, and which plays a role of an interface with respect to the user, and various schedule objects are also formed of microcomputers and connected to the local network 186.

The knowledge and data which are owned and managed by these actors and objects are connected locally to computers corresponding thereto. These are connected to the local network 186, and the access thereof is not connected unless it has not been checked and permitted by an intellectual body, such as an object and an actor. This enables the generation of a transit schedule and the processing of information, such as the regulation of a schedule to be carried out intellectually with a high reliability.

The concrete example will be described with reference to Fig. 13.

Reference numeral 181 denotes a microcomputer adapted to be operated as a train instruction actor by using the train-operating rules and knowledge of the train schedule diagram as a whole all of which are stored in a local file 1810, and 182 a microcomputer adapted to be operated as a train schedule object on the basis of the individual train schedule stored in a local file 1820 and monitoring knowledge therefor. Owing to the monitoring knowledge, the accessing of the train schedule can be done limitedly by a train operation instruction actor and a user 1852, i.e., the accessing of the train schedule can be localized.

The same applies to the other instruction actors. For example, reference numeral 183 denotes a microcomputer adapted to be operated as a trainman dispatch instruction actor by using the trainman dispatch rules, trainman resource and the knowledge of trainman schedule as a whole, all of which are stored in a local file 1830.

Reference numeral 184 denotes a microcomputer adapted to be operated as a trainman schedule object on the basis of the individual trainman schedule and the knowledge for monitoring the same all of which are stored in a local file 1840. Owing to the monitoring knowledge, the accessing of the trainman schedule can be done limitedly by the trainman instruction actor and a user 1852, i.e. the accessing of the trainman schedule can be localized.

Reference numeral 180 denotes a microcomputer, which has in a local file 1800 the knowledge for automatically regulating the relation between instruction actors and the meta-control knowledge for managing the construction, condition of actors and objects and what are required thereby, and which is adapted to be operated as a collective instruction actor by which the regulation of the relation between the instruction actors and the management of the system as a whole are done by utilizing the knowledge mentioned above.

Finally, reference numeral 185 denotes a microcomputer, which has the knowledge of the user in a local file 1850, and which is adapted to be operated as an intellectual interface actor, which provides the user 1852 with conversation functions, which are in the form of an actor or object, and which suit the user, by using a display 1851.

The inputting and outputting of data and messages into and from the microcomputers and into files by the user will now be described.

Between the microcomputers, which are operated as intellectual bodies, such as objects and actors, messages are exchanged necessarily by message passing, i.e., only the messages that are checked and permitted by an object or an actor are exchanged by a message exchanging system, an effective communication means. Namely, the exchanging of information is done by message passing on the double line shown in Fig. 13.

The communication 1801, 1811, 1821, 1831, 1841, 1853 between the corresponding pairs of the computers 180-185 and their local files 1800, 1810, 1820, 1830, 1840, 1850 is local communication regarding the reading and writing of local knowledge and local data.

A thick broken line 1861 shows a flow of a command message which is used by the user to control each command and object, and thereby check and change its local knowledge.

The thin broken lines 1863, 1864, 1865 show the flows of messages for reading and changing various schedules. As previously mentioned, the train schedule and trainman schedule are checked so that they can be accessed only by the train operating instruction actor and trainman instruction actor, respectively. However, the user 1852 can access any of the schedules 1863.

A one-dot chain line 1862 shows a message sent from the collective command 180 for controlling each command.

A thick one-dot chain line 1866 shows a message for monitoring the accessing of various types of schedules (this operation corresponds to that of the monitor-regulator demon shown in Fig. 12) and reporting the results.

This embodiment is an intellectual scattered system the reliability of which is increased greatly by a message passing mechanism. This system can be expanded gradually by adding microcomputers thereto, and the reliability of the system can be further increased by multiplying the pairs of actors and objects and their local files. If the pairs of micro computers (182, 184), which correspond to various schedule objects, and their local files 1820, 1840 are connected not to the common local network 186 but to the computers 181, 183 directly, which correspond to the instruction actors managing the schedules thereof, the reliability of the system can also be increased owing to an increase in the efficiency and the localization of elements.

Fig. 2 forward are pictures showing an example of a schedule change made during the generaing and regulation of the schedules of trains.

Fig. 2 is an initial picture appearing on a screen 5 on a display 2 when the system 1 is started. Referring to Fig. 2, reference numeral 51 denotes a menu pane on which commands, which can be requested of the system, are indicated, 52 an input pane for indicating the commands inputted into the system and the data for monitoring the condition of a processing operation of the system, 53 a planning pane on which the schedule diagrams of trains are tabulated to be used as a train schedule table corresponding to the train schedule object 1642, 54 a window for the vehicle dispatch condition, on which the condition of allocation of all the vehicles is indicated, and 55 an all train schedule window on which the schedule of all the trains are indicated.

The window for the vehicle dispatch condition 54 is a window. In this window, a time scale graduated in hours and showing the train service time of 6:00-24:00 is indicated in the uppermost portion thereof, and the allocation schedule of all vehicles on the second line downward. AT the left end portions of the second line downward, the names of vehicles are shown. The second line will be taken as an example. This line indicates that a vehicle S10 is to be subjected to inspect on from 6 to 12 o'clock and can be put to practical use as a member of a train after 12 o'clock. In this case, "TOKYO" is indicated on the part of this line of S10 which is under the hour number "12", to show that the vehicle S10 is in Tokyo at this time, and that, if this vehicle is used as a member of a train departing from Hakata or Osaka, it is necessary to send the vehicle to the mentioned station. The same applies to the line of a vehicle S20 downward. It is understood from the indications "HAKATA" in the same window 54, line 10 downward, in Fig. 2 that the vehicles S15 downward are in the yard in Hakata.

The all train schedule window 55 is a window corresponding to the train instruction actor 163, and shown the schedules of all the trains. The name of the stations, Tokyo, Nagoya, Osaka, Hirosnima and Hakata are shown vertically in the mentioned order at the left side of the window so that they are spaced from their subsequent stations in proportion to the actual distances therebetween. A lateral bar graduated in hours in the same way as in the time scale in the previously-described window of vehicles is shown at the right side of each of the letters "tokyo eki" and "hakata eki", and one lateral line at the right side of each of the letters of the names of the other stations.

If "auto-plan" in the menu pane 51 is selected by the mouth 4, the system 1 is operated to show an automatic schedule diagram generating precondition-setting window in the picture as a multiwindow so that the window overlaps another with the necessary portion of the latter window left seen from the outside (refer to 56 in Fig. 3). Referring to Fig. 3, in this parameter window 56, which corresponds to the passenger instruction actor 162, the train departure intervals and the starting station and terminus in a travelling section are prompted by "interval" and "from" and "to", respectively, and the default values thereof are shown by the knowledge 1621 for the passenger instruction actor 162, a default value being selected, if necessary, by the mouth as in the case of "HAKATA" in the window 56, whereby a new value can be inputted from the key board 3 to enable the above-mentioned preconditions to be set easily. When the setting of the preconditions has been completed, "Exit" in the lower column is selected, so that the system 1 starts automatically the generation of schedule diagrams.

Fig. 4 shows the condition of the screen 5 in the midst of the generation of schedule diagrams.

Reference numeral 57 denotes one of the automatically generated schedule diagrams of various trains. The uppermost portion 571 of each of the diagrams is a label of the train schedule diagram, on which a train number H0333 is indicated. For example, a train having a train number X will hereinafter be called a train X. The block below the label 571 on the train schedule diagram table 57 shows the content of the schedule of the train H0333. The indications on the second line downward on the table are divided by colons, and the part of each of these indications which is on the right side of the colon shows a value with respect to the relative item. The items in the content of the schedule diagram are the name of starting station, the name of terminus, the en route stop time, the platform for train arrival, the name of the group of trainmen in charge of operation of the train H0333, the name of vehicles alloted for the train H0333, the name of train for connection, the departure time at the starting station or the yard-leaving time, the arrival time at the terminus or the yard-leaving time, and an average travelling speed, which are indicated in the mentioned order in the downward direction. The lowermost portion 572 of the schedule table 57 is used for a control operation, and "exit" for displaying the completion of the generation of the schedule table. The other portions of this table will be described later.

In the stage shown in Fig. 4 of the generation of the schedule diagram, the vehicles and trainmen have not yet been alloted for the train H0333 but the vehicles S45, S55 have already been alloted for the trains H0330, H0332, respectively. The train schedule diagrams 57 of the trains H0330, H0332 are seen only in part, and the allocation of vehicles for these trains is not understood. However, in the vehicle dispatch window 54, the part of the lateral line for S45 which corresponds to 6-12 o'clock is thicker, and the number H0332 of the train for which the vehicle S45 has been alloted is indicated on this portion of the lateral line. It can thereby be ascertained that the vehicle S45 has been allocated for H0330. Similarly, the window 54 indicates that

the vehicle S55 has also been alloted for the train H0332. Behind these thicker lateral lines, "TOKYO" is shown to indicate that the vehicles has been transferred from Hakata to Tokyo.

The train schedule diagrams of the trains H0330, H0332, H0333 are shown in the train schedule diagram window 55.

When a fact that a trainman alloted to a train K0337 is not in accordance with the regulations or does not satisfy the working conditions has been detected while a train schedule diagram is automatically generated, the system 1 outputs reasons why the trainman is problematical on a line immediately under the label on the schedule diagram 57 of the train K0337, and a correcting prompt on the following line, representing the light and shade in reverse, i.e., highlighting what are to be indicated, in both cases. The trainman instruction actor 165 places a trainman allocation window 58, on which the working plan of all the trainmen is drawn, to which window the actor 165 corresponds, on other windows, such as the vehicle allocation window 54 and all train schedule diagram window 55 to thereby indicate the window 58 on the screen. The window 58 is indicated in such sizes and in such a position that can prevent the window from overlapping the important portions of the schedule table and diagram of the train K0337 in question. In the trainman allocation window 58, the train K0337 in question is also indicated as the light and shade are represented in reverse, i/e., what are to be indicated are highlighted (refer to Fig. 5). The train schedule table 57, vehicle allocation window 54, all train schedule window 55 and trainman allocation window 58 are moved to suitable positions (refer to Fig. 6) and the sizes and shapes thereof are changed, in accordance with the user's instructions so as to enable the required diagrams to be compared with each other easily.

These processing operations will now be described on the basis of an example in which the problems are solved by the cooperation of the actors.

The control flow of Fig. 14 for solving problems cooperatively through discussions among the actors will now be described.

When a schedule (for example, departure time) is changed (block 130) by an instruction actor (for example, train instruction actor), a monitor-regulating object called a demon, which has already been referred to in the previous paragraph detects the change of the schedule to inform the fact of the other actors (block 131. The instruction actors which received the information on the change of schedule memorize the fact as necessary to check the same as to whether there are any problems (block 132). The instruction actor (for example, the trainman instruction actor) which has detected problems displays them on the screen according to the priority order to inform the same of the user (man) (block 133). In a manual correction mode, the problems wait the user's manual correction. When a manual correction request is made, correction is made in accordance with a manual correction operation. This correction is reported (block 136) to the relative object by the demon. If a monitoring request is made, a designated object and other instruction actor which has detected a problem are determined as the priority objects to be displayed (block 137), and these objects are displayed in the block 133. When the user ignores the problems detected and displayed by the actor in block 133, a search is conducted (block 138) to find any object which request the problems to be displayed, such as an actor which has detected different problems. If there is such an object, the operation is returned to the block 133, and, if there is not, the operation is completed.

In an automatic correction mode, or, when the user designates automatic correction, the actor which has detected a problem reports (block 134) the problem to the relative actor. The collective instruction actor checks the matter as to whether a re-trial and re-regulation should be done automatically. If the automatic correction can be done, the re-trial conditions are determined, and the operation is returned to the block 130. If the automatic correction cannot be done, the processing in the block 136 is done (block 135).

Fig. 15 is a flow chart showing the operation of the monitor-regulating demon.

First, an accessed object and a pair of data items thereof are taken out (block 140). These pairs of data items are checked (block 141) as to whether the accessed data are the data to be monitored. If the accessed data are the data to be monitored, the values thereof are compared with the old values (block 142). If the values are different, the above-mentioned pairs of data items, old values and new values with respect to the accessed data are informed to the relative instruction actor.

When it is necessary to expand a part of the all train schedule window 55, the pointer of the mouth is moved to the position near the portion to be expanded of the window as shown in Fig. 9. The portion of the window which is around the pointer is then marked with a rectangular frame 551. The button on the mouth is then pressed, so that a message for requesting the displaying of an expanded window is sent to a train instruction actor which corresponds to the all train schedule window 55. As a result, the enlarged diagrams (refer to a zoom window 591 in Fig. 9) of the portion in the vicinity of the marked portion are displayed in rows by the all train instruction actor 163.

Further expanding the sizes of the zoom window 591 of Fig. 9 as shown in the enlarged diagram 59 in Fig. 10, to change the shape thereof, and transferring the same window 591 to a different position become possible by sending expansion and transfer requesting messages to the zoom window 591, which is a branch of the train instruction actor 163, by the user's operation of the mouth. If the names of stations on these diagrams are pointed by the mouth, a monitoring-requesting message is outputted into a station instruction actor 166, by which the en route stop time at each of the pointed stations are then displayed in numerical values on the station schedule diagram window 90 which corresponds to itself (station instruction actor 166). If the user carries out message passing through the station instruction actor 16 and mouth, the contents of this table can, of course, be displayed in rows in the same manner as in a multiwindow, in required sizes and shape and in a required position. Moreover, when the table as well as other tables, such as the train schedule table 57 is small, the lateral end is folded back to display the information is a plurality of lines, the table being possible to be scrolled vertically by the mouth and keyboard. If the names of the trains on the all train schedule window 55 and zoom window 59 are selected by the mouth, an en route stop time table 91 (refer to Fig. 11) for the selected train can be displayed. The sizes, position, shape and scrolling of the table are in accordance with the systems of the above station and schedule diagram window.

According to this embodiment, the detailed information on a transit schedule with respect to each train, each station, each vehicle, all vehicles and all trainmen can be displayed at once as necessary by various means of expression, such as a table, diagram and sentence in required sizes, shape and color in required positions. Therefore, comparing and generally grasping the information to find

errors and designing better schedule can be done easily. This enables a great increase in the reliability and efficiency of the generation and regulation of a transit schedule, which is a complicated judgement business influenced by many factors.

Another embodiment of the present invention will now be described with reference to Fig. 7 downward.

Referring to Fig. 7, "vehicle" in a menu pane 51 is selected by a mouth. When the pointer of the mouth is then transferred to a position near the name of a train H0342, the allocation of which is desired to be changed, in a vehicle allocation window 54 which corresponds to a vehicle instruction actor 164, a message for requesting the preparation for vehicle allocation change is sent to the vehicle instruction actor 164, and a rectangular frame 5471, the width of which corresponds to the hours in which a vehicle S70 is alloted to this train is displayed (refer to the vehicle allocation window 54, line 8). When the button on the mouth 4 is pressed during this time, a message for requesting the starting of determination of a vehicle to be alloted to the vehicle instruction actor 164, and a transfer instruction frame, which has the same sizes as the above-mentioned rectangular frame, and which is drawn by black thicker lines so that this frame can be distinguished from the above-mentioned frame 5471, appears, this transfer instruction frame being moved in accordance with the movement of the mouth. When the transfer instruction frame has transferred to an object place, the button on the mouth is pressed again. Consequently, a message for requesting the completion of determination of the vehicle to be alloted to the vehicle instruction actor 164, and a vehicle allocation diagram for the train (in this case, H0342) moves to a vehicle allocation-displaying place which corresponds to the place in which the button was pressed. Namely, the vehicle allocation diagram for the train K0342 which appeared correspondingly to S70 in the vehicle allocation diagram of Fig. 7 moves to the position corresponding to S30 in Fig. 8, and disappears from the position corresponding to S70. Different from the case in which an ordinary diagram is moved, the content of the schedule is rewritten at this time so that the vehicle alloted to the train K0342 is changed from S70 to S30.

Different from the way of moving an ordinary picture, a vehicle allocation diagram is moved to and displayed in a predetermined place. Therefore, a train allocation diagram is not moved across the underlines 541, 542 on which the allocation diagrams for the vehicles (in Fig. 8, S10, S20, ...) are to be displayed.

In this embodiment, a vehicle allocation diagram is moved so that the underline on which the allocation diagram for a vehicle X is to be displayed agrees with the lower end of the vehicle allocation diagram for its train if the pointer of the mouth is on the underline on which the allocation diagram for the vehicle X is to displayed, or between this underline and the underline which is immediately above the same underline. For example, when the button on the mouth 4 is pressed when the pointer thereof is on the underline 543 on which the allocation diagram for the vehicle S30 is to be displayed or between this underline 543 and an underline 542 for the vehicle S20 in an example of transfer of the vehicle allocation diagram for the above train K0342, the vehicle allocation diagram for the train K0342 moves to a position on the underline 543 for S30 as shown in Fig. 8.

When the schedule is corrected by moving the element of a diagram in a vehicle condition window 54, it is often desired that a vehicle to be alloted be changed without changing the allocation time. If the allocation time changes in accordance with the movement of the pointer of the mouth, an inconvenience occurs when it is desired that the allocation time is not changed. The mouth 4 is therefore provided with a plurality of buttons so that when a predetermined button is pressed, changing an alloted vehicle alone or changing both an allotted vehicle and allocation time can be designated.

A mouth 4, which has a single button, or which is incapable of using different buttons for different purposes for certain reasons, should be so designed that, when the button provided thereon is pressed, a menu having the items of changing allotted vehicles, changing the starting time of allocation, changing the time of completion of allocation and cancellation of a change is displayed to enable the user to select one of the items or a combination of a plurality of items and give a necessary instruction. When an instruction for changing time, i.e., an instruction for changing the time of completion of allocation is given, the right portion alone of a transfer instruction frame becomes thick, and the frame moves in accordance with the position of the pointer of the mouth 4. The vehicle allocation time, which corresponds to the position in which the pointer is located when the button on the mouth 4 is pressed, is then set.

When an instruction for changing all of an allotted vehicle, allocation starting time and allocation finishing time is given, the pointer of the mouth changes first into a left parenthesis, a left bracket or a left hook-shaped parenthesis. When the button is pressed with the pointer fixedly positioned, a vehicle to be allotted and allocation starting time are designated. The pointer of the mouth then changes into a right parenthesis, a right bracket or a right hook-shaped parenthesis to enable the allocation finishing time to be designated.

When the mouth 4 is pointed to designate the allocation starting and finishing time, an allocation time table is displayed in a multiwindow-like pattern to accurately indicate the starting and finishing time in numerical values. When such a numerical value is pointed by the mouth 4 to then press the button, the vehicle allocation starting and finishing time can be set accurately from the key board. The resultant vehicle allocation diagram is displayed on a vehicle allocation window 54.

When "trainman" in the menu pane 51 is selected by the mouth, a trainman allocation window 58 is displayed to allot the trainmen in accordance with the content thereof so that the trainmen and allocation time can be changed as necessary.

When "replan" in the menu pane 51 is selected by the mouth, the replanning by directly moving the diagrams and elements in the all train schedule window 55 or zoom window 59 can be done substantially in the same manner as in the case of replanning of vehicles.

Similar replanning can be done by selecting the lower portion of the train schedule diagram 57 (refer to Fig. 8) by the mouth. Namely, the train diagram, vehicle allocation diagram and trainman allocation diagram can be amended by directly moving the diagrams and elements in the all train schedule window 55 and zoom window 59; vehicle allocation window 54; and trainman allocation window, respectively.

During an automatic or manual transit schedule generating and correcting operation, a direct replanning operation can also be carried out from a window, which was selected by the system 1 after it detected a problem therein and display the same, for example, the trainman allocation window 58 in Fig. 5.

The direct schedule setting and changing operations using diagrams, such as the all train schedule window 55 and zoom window 59 can also be carried in the following manner. First, when the name of a train in the window 55 or 59 is selected by the mouth, the travelling line corresponding thereto alone becomes thick and extends from the starting station to the terminus thereof, and this thick travelling line moves in accordance with the movement of the pointer of the mouth. When the object time has come, the button on the mouth 4 is pressed. Consequently, an en route stop time table 91 (refer to Fig. 11) for this time is displayed in multiwindow-like arrangement, and the schedule of the train is changed at this time, the indications in the windows 55, 59 being also changed in accordance with this changed schedule. The en route stop time is changed at the keyboard after a numerical value, which is desired to be changed, on the time table. The en route stop time can also be changed in the following manner. The "diagram" in the lower pane of the en route stop time table 91 is selected by the mouth 4 and the en route stop time which is desired to be changed is designated thereby. As a result, the pointer of the mouth 4 moves to a position which corresponds to the window 55 or 59, and the portion of the travelling line which extends from the station, the en route stop time at which is desired to be changed, forward becomes thick. The thick travelling line moves in accordance with the movement of the pointer of the mouth, and the corresponding en route time is displayed on the table 91. The indications in the diagrams in the windows 55, or 59, 591 are also changed.

In this embodiment, required diagrams and tables among the diagrams and tables on which a transit schedule and various actual information thereon are expressed can be displayed at once as necessary to predetermined sizes and in a predetermined shape in a predetermined position. A transit schedule can be corrected and generated accurately by discussing a draft of a transit schedule while looking at a diagram which is suitable for the intuitive and general understanding of the schedule, checking the portion of the schedule which requires to be changed, to directly designate a portion of the diagram by the mouth and move the same portion, changing the shape of a diagram, and reflecting the results of correction based on the general and intuitive discussion in the schedule table to display the results of correction at once thereon. A mouth is used instead of a light pen, the low handling effeciency of which has heretofore called in question, and the values of the items (corresponding to the slots in the object or frame) on the table are changed from the keyboard when input ting numerical values. This enables a numerical value inputting operation to be carried out accurately and simply as compared with a similar operation using a light pen.

Still another embodiment of the present invention will now be described.

Referring to Fig. 6, when the outpacing of a train and the allocation of vehicles and trainmen are generally checked with reference to the train schedule window 55, venicle allocation diagram 54 and trainman allocation diagram 58, it can be understood intuitively from these diagrams that the outpacing of a train and the trainman allocation do not include any errors since the diagrams are highlighted with the light and shade not in reverse. Therefore, the trainman allocation window 58 is put out, and the all train schedule window 55 is moved down to display it on the right side of the venicle allocation window 54. During an operation for eliminating a contradiction in the highlighted vehicle allocation, the diagram is displayed in this manner so that a contradiction in the outpacing of a train, which is apt to occur if the departure and arrival time of a train are changed, can also be checked and eliminated conveniently.

Looking at both of these diagrams, the solving of a contradiction by replacing a train "K0343" which is concurrent with "KENSA" by the same type of precedent train (the name of which starts with "K") "K0342" is considered (refer to Fig. 7).

In order to correct the schedule from the vehicle allocation window 54 (refer to Fig. 7), "vehicle" in a menu pane 51 is selected by the mouth 4, and the pointer thereof is then moved to a position near the name of a train, the allocation of which is desired to be changed, in the vehicle allocation window 54. As a result, the name of the train and an area, which corresponds to the time to which the train is allotted, are enclosed with rectangular frames as shown in Fig. 7. When the button on the mouth 4 is then pressed, the schedule table for the train is selected and displayed at the foremost side of the planning pane to enable the schedule correction to be done from this schedule table 57. In this embodiment, the value of a vehicle to be allotted is included in a menu as shown in the diagram 57, line 7. If any of the values is selected by the mouth 4, the allocation of a vehicle can be done. The vehicles alotted are displayed in Gothic letters, (thick letters) as the values of "vehicle" ("S30" in Fig. 7 and "S30" in Fig. 8, both of which are shown in the primary pane of the train schedule diagram 57, line 7). During this time, the indication of allocation with respect to "K0342" in the vehicle allocation window 54 is transferred from the position (Fig. 7) of S70 to the position (Fig. 8) of S30 so that this indication is consistent with that of the change of content of the schedule (in this embodiment, the change of the venicle allotted for the train "K0432" of "S70" to "S30". If an error is found during the monitoring of the results of correction, a warning is given thereto by highlighting the same, and its causes are explained, a correction input being then requested (the portion of the window 57 in Fig. 8 in which the light and shade are represented in reverse).

When "trainman" in the menu pane 51 is selected by the mouth 4 to point out by the mouth 4 a position near the name of the train which is desired to be allocation-changed while observing the condition of trainman allocation displayed in the trainman allocation window 58 (refer to Figs. 5 and 6), a rectangular frame appears, which encloses the name of the train, in the same manner as in the case of the vehicle allocation window 54. When the button on the mouth 4 is then pressed, the schedule table 57 for the train is selected, so that changing the allocation of the trainmen to the train from the train schedule taole 57 becomes possible. The results of this allocation change are displayed on a window with which the train schedule table 57 and trainman allocation window are associated.

The operation of a trainman dispatch instruction actor will now be described.

Fig. 16 is a processing flow chart showing an example of a trainman dispatch instruction actor. The processing operation in the block 132 in Fig. 14 will be taken as an example.

A message sent from the demon or some other actor is checked (block 150) as to whether it has connection with the trainman dispatch. If it is a message having connection with the trainman dispatch, the message is checked (block 151) as to whether it can be dealt with by adding only what is designated in the message to the actual trainman schedule to thereby change the same schedule. If the message can be dealt with by such a measure, it is used

as the best measure to set the trainman schedule (block 155). If the message cannot be dealt with by such a measure, the message is check (block 152) as to whether it can be dealt with by correcting more portion (unlike an actor in a conventional system of this kind, an actor in the present invention is not capable of directly changing an object which is managed by another actor, and, therefore, the whole of the trainman schedule at most) of the trainman schedule. If the message can be dealt with by this measure, this kind of measure having the smallest number of correction items is used as the best measure to set the trainman - schedule (block 155). If the message cannot be dealt with such a measure, a measure having a comparatively small number of problems, i.e. a measure of a slightly-strained principle having a considerably high adaptability is used as the second best measure to form a new trainman schedule (block 153), and the problems are reported (block 154) to the relative instruction actor.

When "replan" in the menu pane 51 is selected by the mouth 4 to display the all train schedule window 55 (refer to, for example, Fig. 7), or a part enlarged of the same window 55, the schedule correcting and generating operations can be carried out with reference to the train - schedule tabule 57 in the same way as in the case of the venicle and trainman allocation windows 54, 58 even if the name of a train on the schedule zoom window 59 (Fig. 10 exclusive of the station schedule window 90 therein) is selected. The results of the schedule correcting and generating operations are displayed in the relative windows. When the name of a station is selected instead of the name of a train in the all train schedule window 55 and schedule zoom window 59, the station schedule window 90 for the corresponding station appears, and the en route stop time of a train with respect to the same station is displayed with the name of the train (on the left side of the colon). Changing this en route stop time enables enables the correction of the schedule. The results of the correction are displayed in the relative windows, such as the train - schedule table 57, all train schedule window 55 and - schedule zoom window 59.

When a problem relating to the generation and correction of a transit schedule occurs during a transit schedule generating and correcting operation, the above-mentioned vehicle allocation window 54, trainman allocation window 58 and all train schedule window 55 are selected automatically, and a schedule correcting operation from these windows is started. For example, Fig. 5 shows the condition in which the system 1 detects the occurrence of a problem in the trainman allocation during an automatic schedule generating operation to display the trainman allocation window 58 and enable a schedule correcting operation from this window to be started. During an automatic schedule generating operation and a user's designating operation, the automatic correction of inconsistency within a predetermined range and a procedure of allocation algorism containing few inconveniences are carried out.

The lower pane in the train schedule table 57 is selected by the mouth 4 to start a schedule correcting operation from the all train schedule window 55 when "train diagram" was selected, from the vehicle allocation window 54 when "vehicle allocation diagram" was selected, and from the trainman allocation window 58 when "trainman allocation diagram" was selected.

In this embodiment, a schedule is studied as a plurality of directly-observable, general diagrams, which are displayed at once in required shapes and sizes in required positions at required time, are observed, and the portions of the schedule which require to be changed are checked. When changing such portions, the relative tables are taken out and the symbols and numerical values therein are changed to reflect the results of correction in the diagrams. Correction errors are automatically detected, and a warning is given. The relative diagrams are displayed together to enable the collectively proper correction and generation of a transit schedule.

According to the present invention described above, it is possible to generate a transit schedule, change a transit - schedule when a delay occurs due to an accident or some other cause, i.e., regulate a transit schedule, with a high efficiency and a high reliability, and provide a man-machine interface required to carry out these operations.

Claims

1. A transit schedule generating method in a transit - schedule generating system provided with an information processing means and an input and output means and including a first actor for managing a transit schedule for objects to be transferred, and a second actor for managing a transit schedule for transportation mediums for transporting said objects, each actor having active knowledge and passive knowledge, said method being characterized in that said method has a step of exchanging the information among actors by message passing, and a step for generating schedule data to be locally managed by the actor responsible for their management, on the basis of the exchanged information.

2. A transit schedule generating method according to Claim 1, wherein said method further includes the steps of watching the object data held by each actor, to detect changes in said data, and sending, when changes in said data have been detected, the information concerning above changes.

3. A transit schedule generating method according to Claim 1, wherein said active knowledge includes knowledge concerning the procedures or a script of each actor.

4. A transit schedule generating method according to Claim 1, wherein said method has a chief-dispatcher actor for regulating the communication between said actors on the basis of the messages passed by them to coordinate the actions of said actors.

5. A transit schedule generating method according to Claim 4, wherein said collective instruction actor carries out the steps of making said actors consult each other by message passing, and adjusting said consultation.

6. A transit schedule generating method according to Claim 4, wherein said collective instruction actor is adapted to determine the priority order of said actors for displaying the information held thereby.

7. A transit schedule generating method according to Claim 4, wherein said collective instruction actor is adapted to carry out a reasoning operation required to give instructions for guiding an operator of said system.

8. A transit schedule generating method according to Claim 1 or 4, wherein each of said actors has a corresponding display window in which the information managed thereby is indicated.

9. A transit schedule generating method according to claim

1 or 4, wherein each of said actors has the steps of detecting problems concerning the infromation managed thereby, informing said problems to a relative actors, and discussing said relative actors as to which of said relative actors can deal with said problems by changing the information managed thereby.

10. A transit schedule generating method according to Claim 9, wherein said relative actors display in a parallel-arranged state the relative information managed thereby.

11. A transit schedule generating method according to Claim 1, wherein said first actor is a passenger instruction actor, said second actor being a train instruction actor, said method further including a trainman instruction actor and a collective instruction actor.

12. A transit schedule generating method according to Claim 11, wherein said method further including a vehicle instruction actor and a station instruction actor.

13. A transit schedule generating method according to Claim 1, wherein schedule tables for a plurality of transportation media; diagrams; which are edited from a point of view different from a point of view from which said schedule tables are edited, of plans for using transportation media and places of departure and arrival; and diagrams of working plans of trainmen and other workers, all of which diagrams of plans and tables are stored in a memory, are indicated at once at arbitrary time in a multiwindow-like arrangement in one picture frame of a display unit.

14. A transit schedule generating method according to Claim 4, wherein, when variations occur in said schedule and the actual condition of transit, the influence thereof is checked by said actor to amend said schedule automatically within a predetermined range if there are problems, pictures for describing and giving guidance for eliminating said problems being displayed at once as necessary.

15. A transit schedule generating method according to Claim 1, wherein a part of an element of said diagrams displayed at once in a multiwindow-like arrangement is designated by a mouth and moved with its sizes changed, whereby the generation and edition of a transit schedule are carried out.

16. A transit schedule generating method according to Claim 1, wherein said diagrams and tables displayed at once in a multiwindow-like arrangement include diagrams and tables having a high degree of mutual relativity, compared with another very frequently, and capable of being directly noticed by a man who wants to grasp or check a schedule as a whole.

17. A transit schedule generating method in a transit schedule generating system provided with an information processing means and an input and output means and including a first processing unit having a first actor for managing a transit schedule for an object to be transferred, and a second processing unit having a second actor for managing a transit schedule for a transportation medium for transporting said object, each actor having active knowledge and passive knowledge, said method being characterized in that said method has a means for exchanging the information held by one actor with that held by the other by message passing, and a means for preparing a schedule data to be managed by itself, on the basis of the exchanged information, said processing units being connected together by a common signal transmission line.

18. A transit schedule generating method according to claim 17, wherein said method further has a local memory means for storing object data corresponding to each of said actors.

19. A transit schedule generating method according to Claim 17, wherein said method include a third processing unit having a means for monitoring the object data held by each of said actors, to detect variations in said data, and a means for sending when variations in said data have been detected the information on the variations to each of said actors.

20. A transit schedule generating method according to Claim 17, wherein said method further has a fourth processing unit including a collective instruction actor for regulating the information between said actors on the basis of the information held thereby, to give guidance to the actions of said actors.

FIG. 1

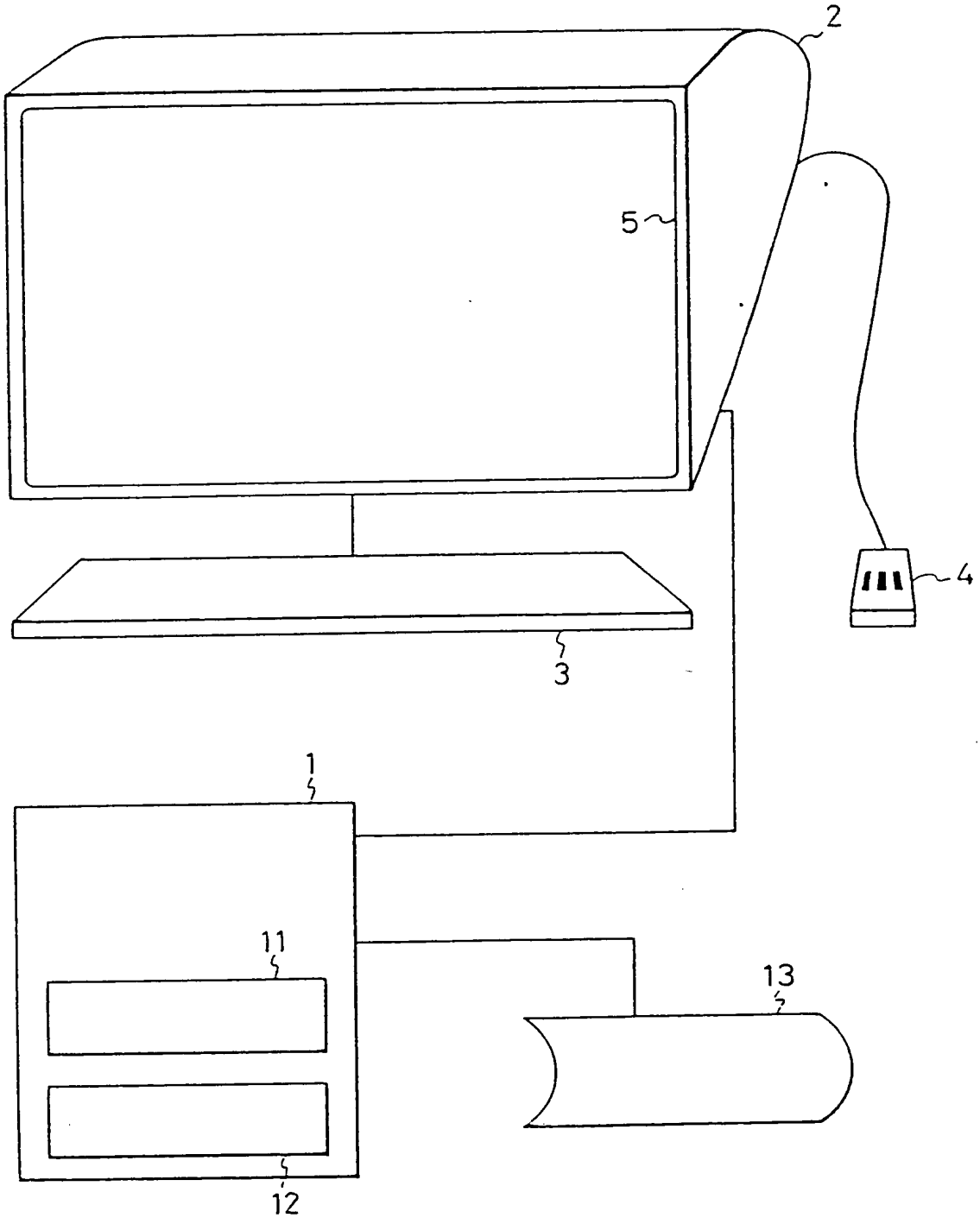
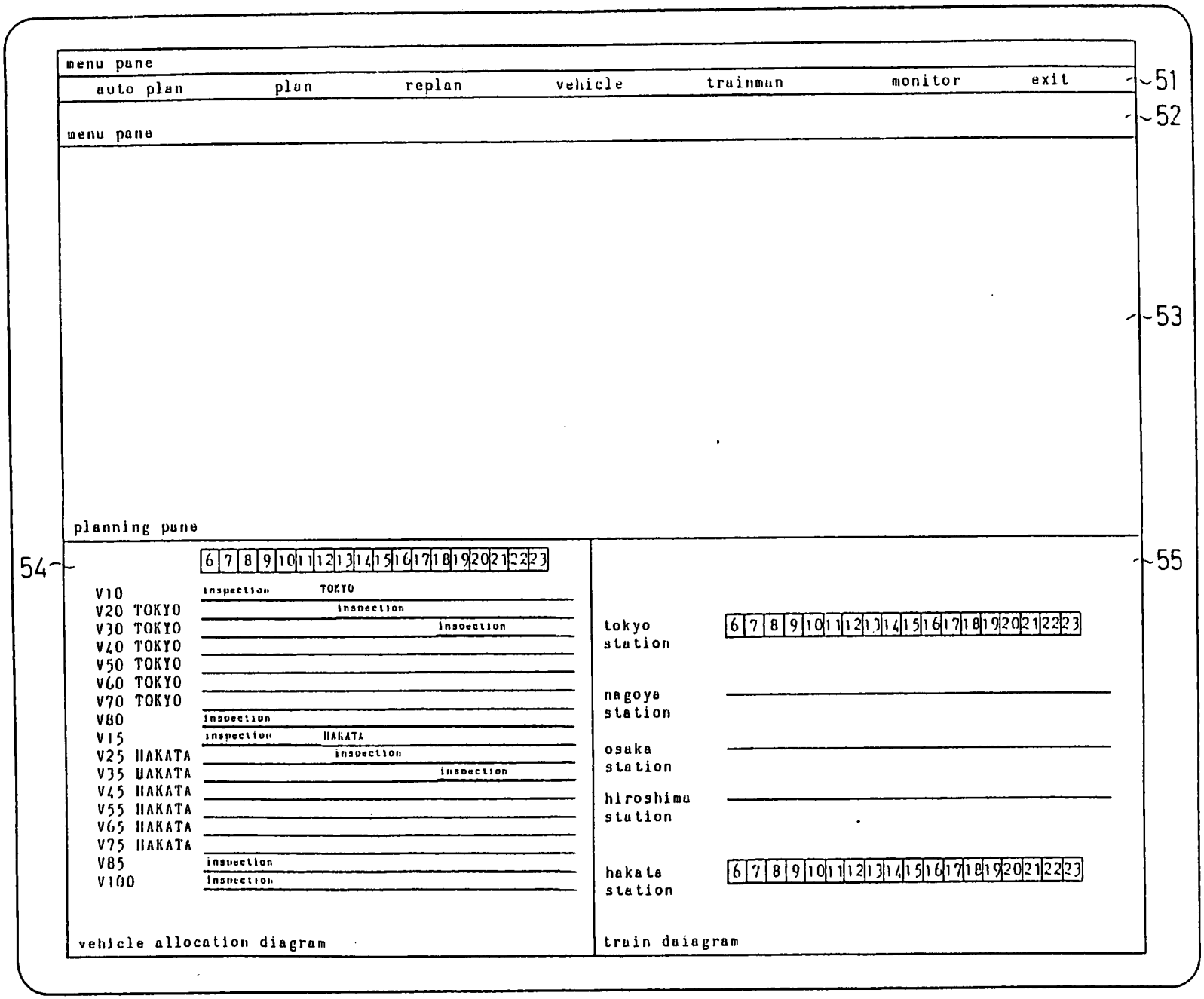


FIG. 2



0 193 207

FIG. 3

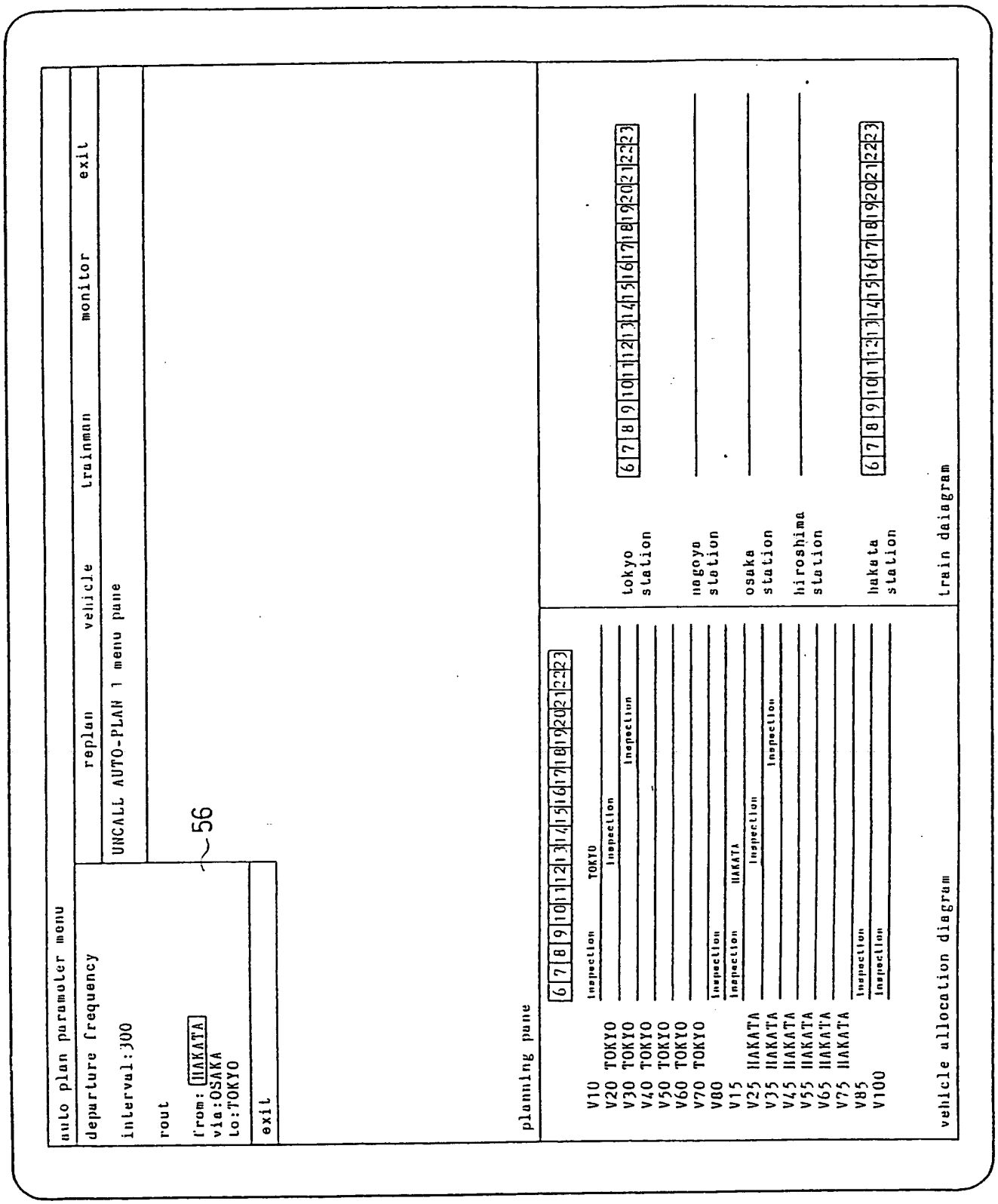

auto plan parameter menu
departure frequency
interval:300
rout
from: HAKATA
via:OSAKA
to:TOKYO
exit
56
replan
vehicle
trainman
monitor
exit
UNCALL AUTO-PLAN 1 menu pane
planning pane
6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23
V10 Inspection TOKYO
V20 TOKYO Inspection
V30 TOKYO Inspection
V40 TOKYO
V50 TOKYO
V60 TOKYO
V70 TOKYO
V80 Inspection
V15 Inspection HAKATA
V25 HAKATA Inspection
V35 HAKATA Inspection
V45 HAKATA
V55 HAKATA
V65 HAKATA
V75 HAKATA
V85 Inspection
V100 Inspection
vehicle allocation diagram
Tokyo station
nagoya station
osaka station
hiroshima station
hakata station
train daiagram

FIG. 4

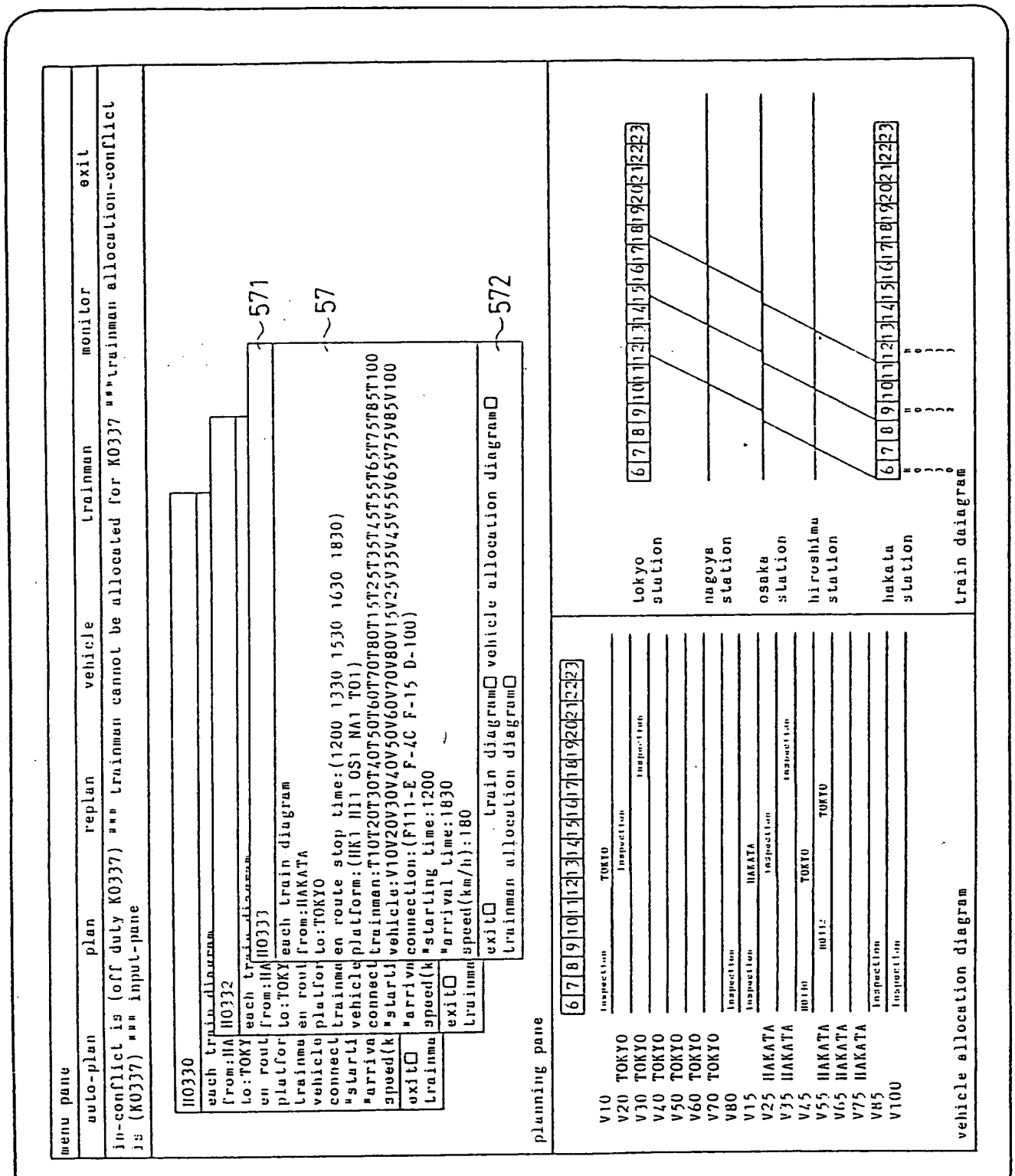

menu pane
auto-plan
plan
replan
vehicle
trainman
monitor
exit
in-conflict is (off duly K0337) "" trainman cannot be allocated for K0337 "" trainman allocation-conflict
is (K0337) "" input-pane
H0330
each train diagram
from:HA
H0332
to:TOKY
en rout
from:HA
H0333
platfor
to:TOKY
en rout
each train diagram
Trainmu
from:HAKATA
vehicle
to:TOKYO
connect
en route stop time:(1200 1330 1530 1630 1830)
"starti
vehicle
platform:(HK1 H11 OS1 NA1 T01)
"arriva
connect
trainman:T10T20T30T40T50T60T70T80T15T25T35T45T55T65T75T85T100
speed(k
"starti
vehicle:V10V20V30V40V50V60V70V80V15V25V35V45V55V65V75V85V100
exit
Trainmu
"arriva
connection:(F111-E F-4C F-15 D-100)
exit
Trainmu
speed(k
"starting time:1200
"arrival time:1830
speed(km/h):180
exit
Train diagram
vehicle allocation diagram
Trainman allocation diagram
571
57
572
planning pane
6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23
V10
V20 TOKYO
V30 TOKYO
V40 TOKYO
V50 TOKYO
V60 TOKYO
V70 TOKYO
V80
V15
V25 HAKATA
V35 HAKATA
V45
V55 HAKATA
V65 HAKATA
V75 HAKATA
V85
V100
Inspection
TOKYO
HAKATA
Tokyo station
nagoya station
osaka station
hiroshima station
hakata station
vehicle allocation diagram
train daiagram

FIG. 5

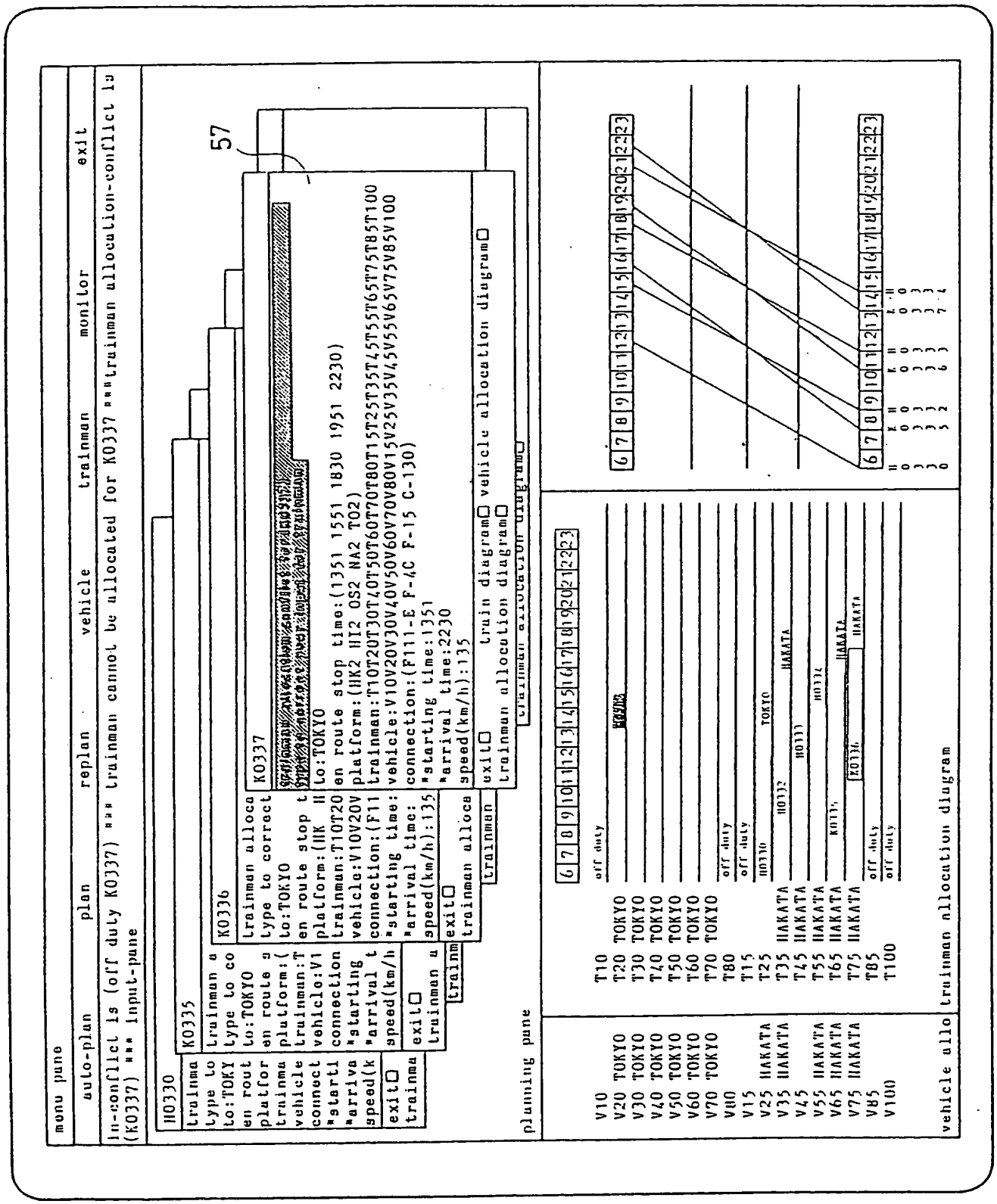

menu pane
auto-plan
plan
replan
vehicle
trainman
monitor
exit
In-conflict is (off duty KO337) *** trainman cannot be allocated for KO337 ***trainman allocation-conflict is (KO337) *** input-pane
H0330
KO335
KO336
KO337
57
planning pane
vehicle allo
trainman allocation diagram
off duty
TOKYO
HAKATA
H0332
H0333
H0334
H0335
H0336
H0337

FIG. 6

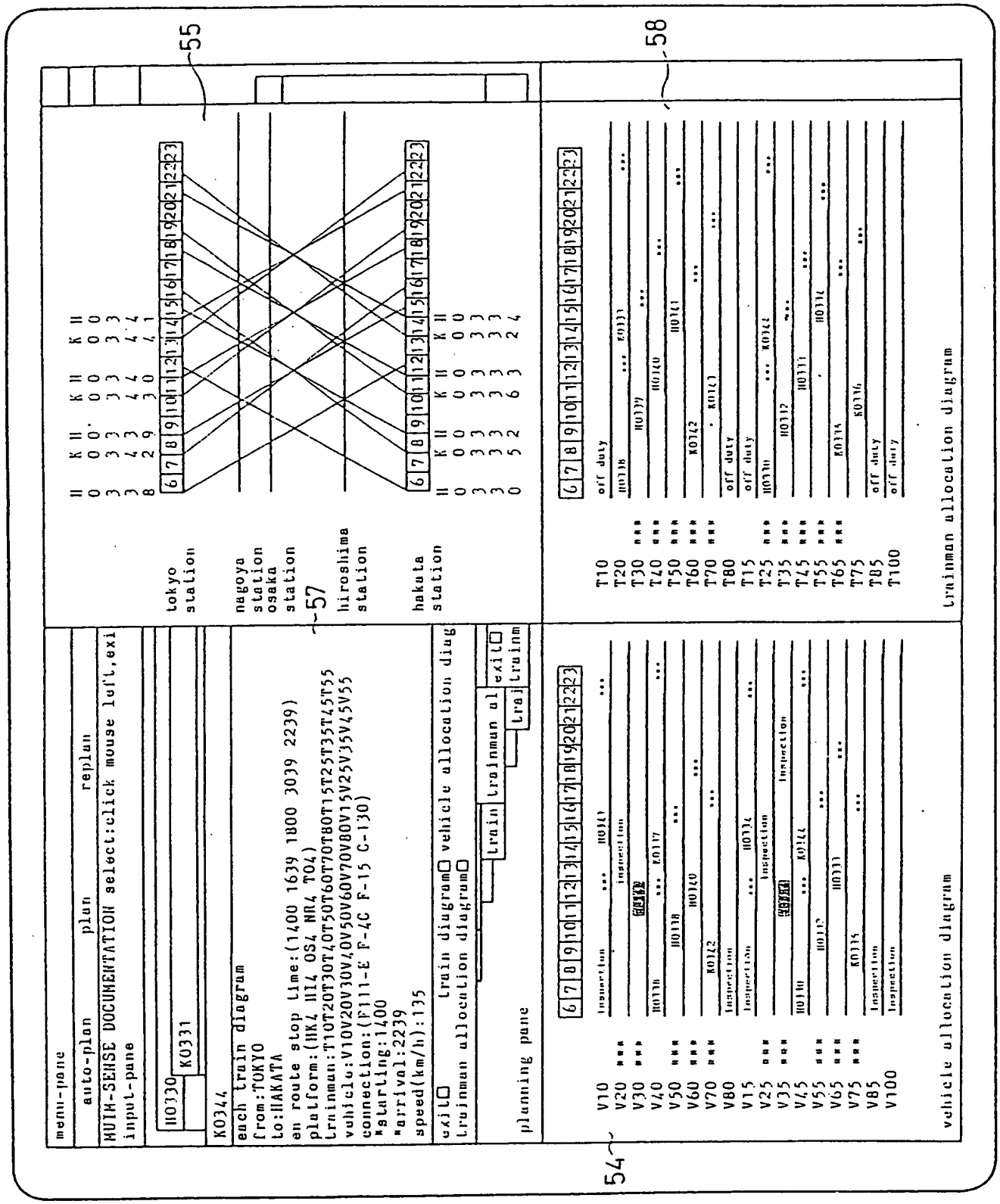

menu-pane
auto-plan
plan
replan
MUTH-SENSE DOCUMENTATION select:click mouse left,exi
input-pane
H0330
K0331
K0344
each train diagram
from:TOKYO
to:HAKATA
en route stop time:(1400 1639 1800 3039 2239)
platform:(HK4 H14 OS4 NR4 T04)
trainman:T10T20T30T40T50T60T70T80T15T25T35T45T55
vehicle:V10V20V30V40V50V60V70V80V15V25V35V45V55
connection:(F111-E F-4C F-15 C-130)
*starting:1400
*arrival:2239
speed(km/h):135
exit
train diagram
vehicle allocation diag
trainman allocation diagram
train
trainman al
exit
trai
trainm
planning pane
tokyo station
nagoya station
osaka station
hiroshima station
hakata station
57
55
58
54
K K K K
0 0 0 0
3 3 3 3
3 4 4 4
8 2 3 4
6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23
off duty
Inspection
V10
V20
V30
V40
V50
V60
V70
V80
V15
V25
V35
V45
V55
V65
V75
V85
V100
T10
T20
T30
T40
T50
T60
T70
T80
T15
T25
T35
T45
T55
T65
T75
T85
T100
vehicle allocation diagram
trainman allocation diagram

FIG. 7

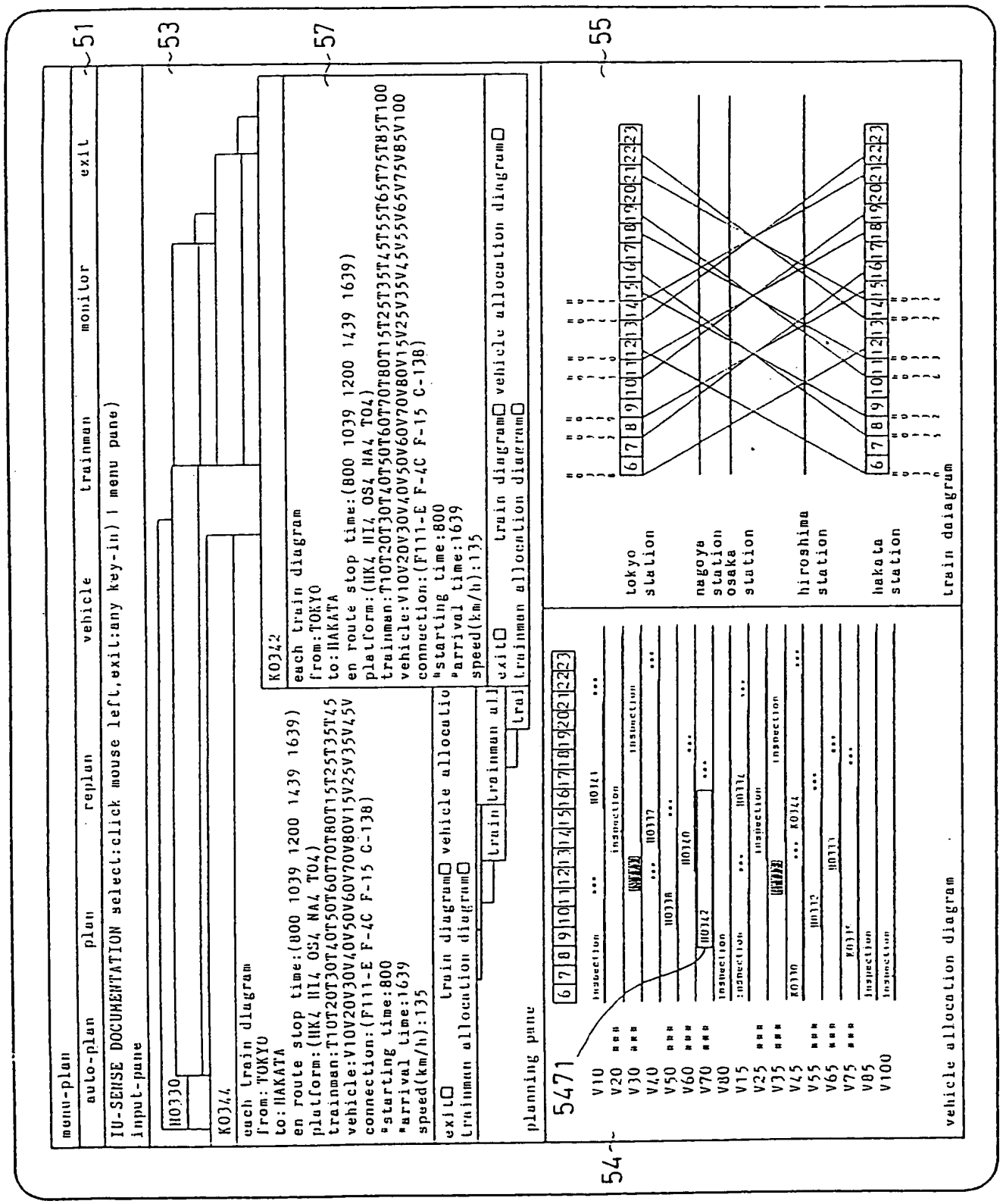

menu-plan
auto-plan
plan
replan
vehicle
trainman
monitor
exit
IU-SENSE DOCUMENTATION select:click mouse left,exit:any key-in) | menu pane)
input-pane
51
53
55
57
54
H0330
K0344
K0342
each train diagram
from:TOKYO
to:HAKATA
en route stop time:(800 1039 1200 1439 1639)
platform:(HK4 H14 OS4 NA4 T04)
trainman:T10T20T30T40T50T60T70T80T15T25T35T45
vehicle:V10V20V30V40V50V60V70V80V15V25V35V45V
connection:(F111-E F-4C F-15 C-138)
*starting time:800
*arrival time:1639
speed(km/h):135
exit
train diagram
vehicle allocation diagram
trainman allocation diagram
planning pane
5471
tokyo station
nagoya station
osaka station
hiroshima station
hakata station
train daiagram
vehicle allocation diagram

FIG. 8

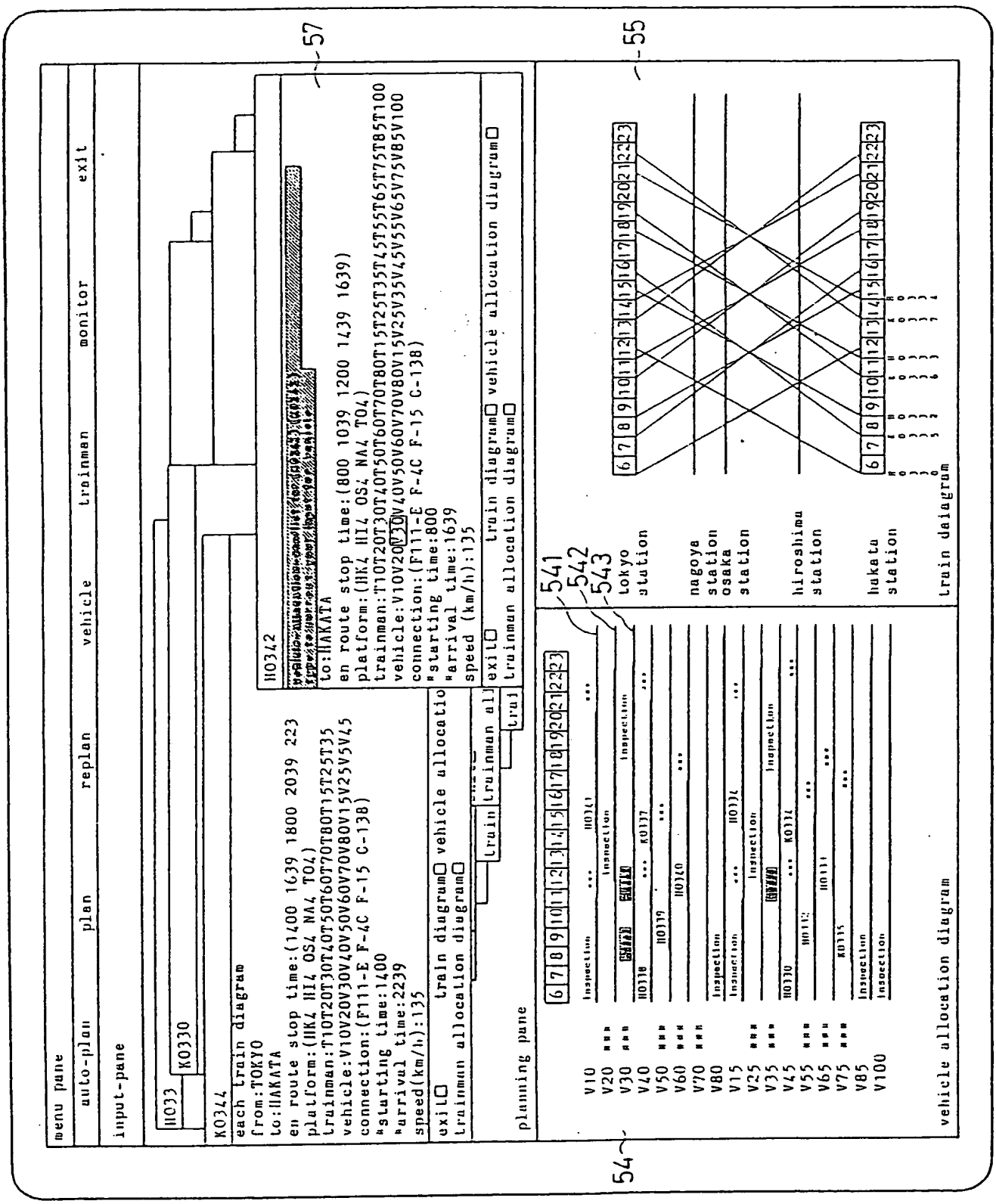

menu pane
auto-plan
plan
replan
vehicle
trainman
monitor
exit
input-pane
H033
K0330
K0344
each train diagram
from:TOKYO
to:HAKATA
en route stop time:(1400 1639 1800 2039 223
platform:(HK4 H14 OS4 NA4 TO4)
trainman:T10T20T30T40T50T60T70T80T15T25T35
vehicle:V10V20V30V40V50V60V70V80V15V25V45
connection:(F11-E F-4C F-15 C-138)
*starting time:1400
*arrival time:2239
speed(km/h):135
exit
train diagram
vehicle allocatio
trainman allocation diagram
H0342
en route stop time:(800 1039 1200 1439 1639)
platform:(HK4 H14 OS4 NA4 TO4)
trainman:T10T20T30T40T50T60T70T80T15T25T35T45T55T65T75T85T100
vehicle:V10V20V30V40V50V60V70V80V15V25V35V45V55V65V75V85V100
connection:(F11-E F-4C F-15 C-138)
*starting time:800
*arrival time:1639
speed (km/h):135
exit
train diagram
vehicle allocation diagram
trainman allocation diagram
planning pane
541
542
543
Tokyo station
nagoya station
osaka station
hiroshima station
hakata station
train datagram
vehicle allocation diagram
54
55
57

FIG. 9

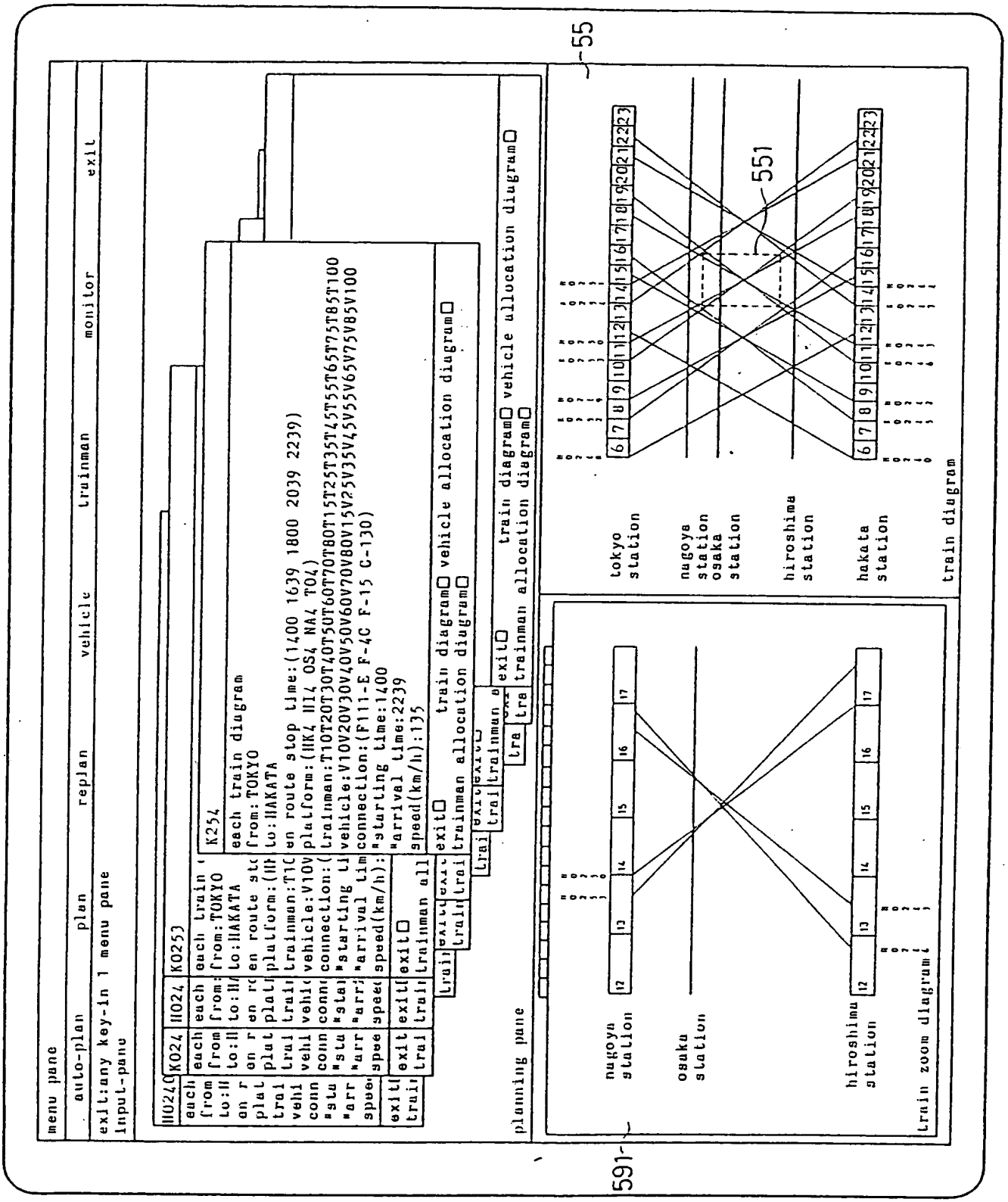

menu pane
auto-plan
plan
replan
vehicle
trainman
monitor
exit
exit:any key-in 1 menu pane
input-pane
each train diagram
from:TOKYO
to:HAKATA
en route stop time:(1400 1639 1800 2039 2239)
platform:(HK4 HI4 OS4 NA4 TO4)
trainman:T10T20T30T40T50T60T70T80T15T25T35T45T55T65T75T85T100
vehicle:V10V20V30V40V50V60V70V80V15V25V35V45V55V65V75V85V100
connection:(F111-E F-4C F-15 C-130)
"starting time:1400
"arrival time:2239
speed(km/h):135
exit
trainman all
train diagram
vehicle allocation diagram
trainman allocation diagram
planning pane
tokyo station
nagoya station
osaka station
hiroshima station
hakata station
train diagram
train zoom diagram
551
55
591

FIG. 10

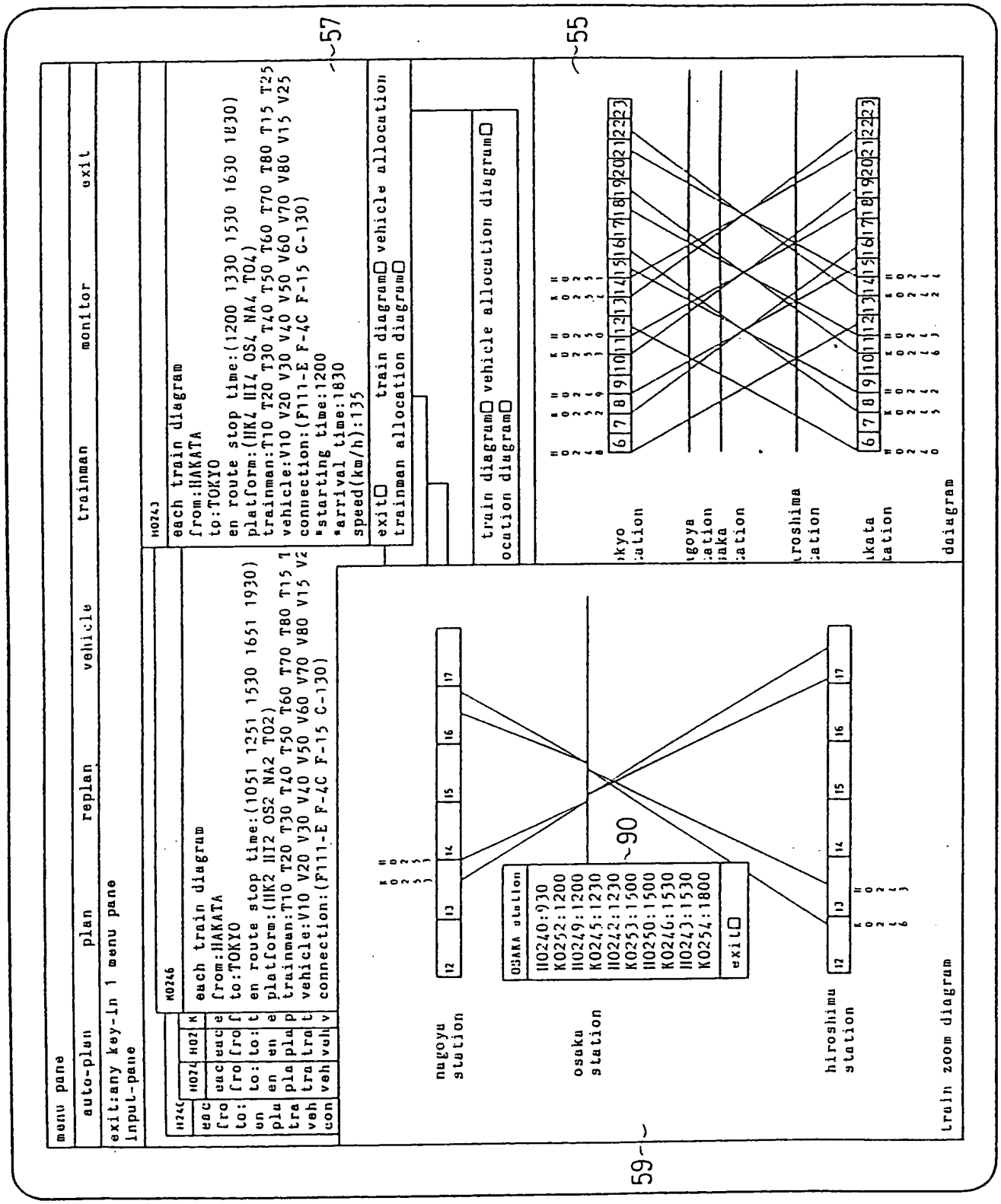

menu pane
auto-plan
plan
replan
vehicle
trainman
monitor
exit
exit:any key-in 1 menu pane
input-pane
each train diagram
from:HAKATA
to:TOKYO
en route stop time:(1200 1330 1530 1630 1830)
platform:(HK4 HI4 OS4 NA4 TO4)
trainman:T10 T20 T30 T40 T50 T60 T70 T80 T15 T25
vehicle:V10 V20 V30 V40 V50 V60 V70 V80 V15 V25
connection:(F111-E F-4C F-15 C-130)
*starting time:1200
*arrival time:1830
speed(km/h):135
exit
train diagram
vehicle allocation
trainman allocation diagram
train diagram
vehicle allocation diagram
nagoya station
osaka station
hiroshima station
OSAKA station
HO240:930
KO252:1200
HO249:1200
KO245:1230
HO242:1230
KO253:1500
HO250:1500
KO246:1530
HO243:1530
KO254:1800
exit
Train zoom diagram
57
55
59
90

FIG. 11

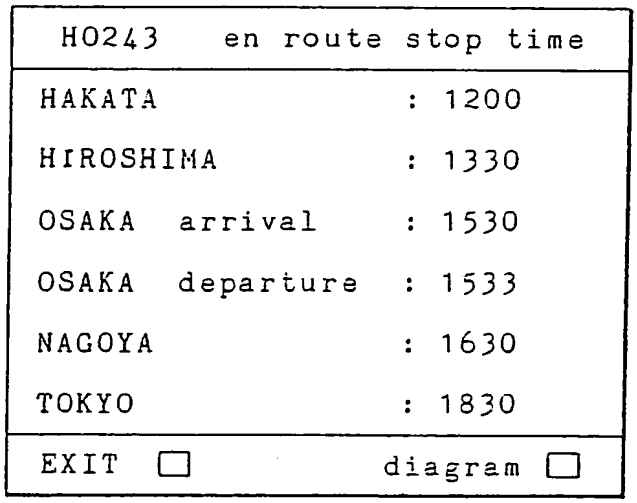

HO243 en route stop time
HAKATA : 1200
HIROSHIMA : 1330
OSAKA arrival : 1530
OSAKA departure : 1533
NAGOYA : 1630
TOKYO : 1830
EXIT
diagram

FIG. 12

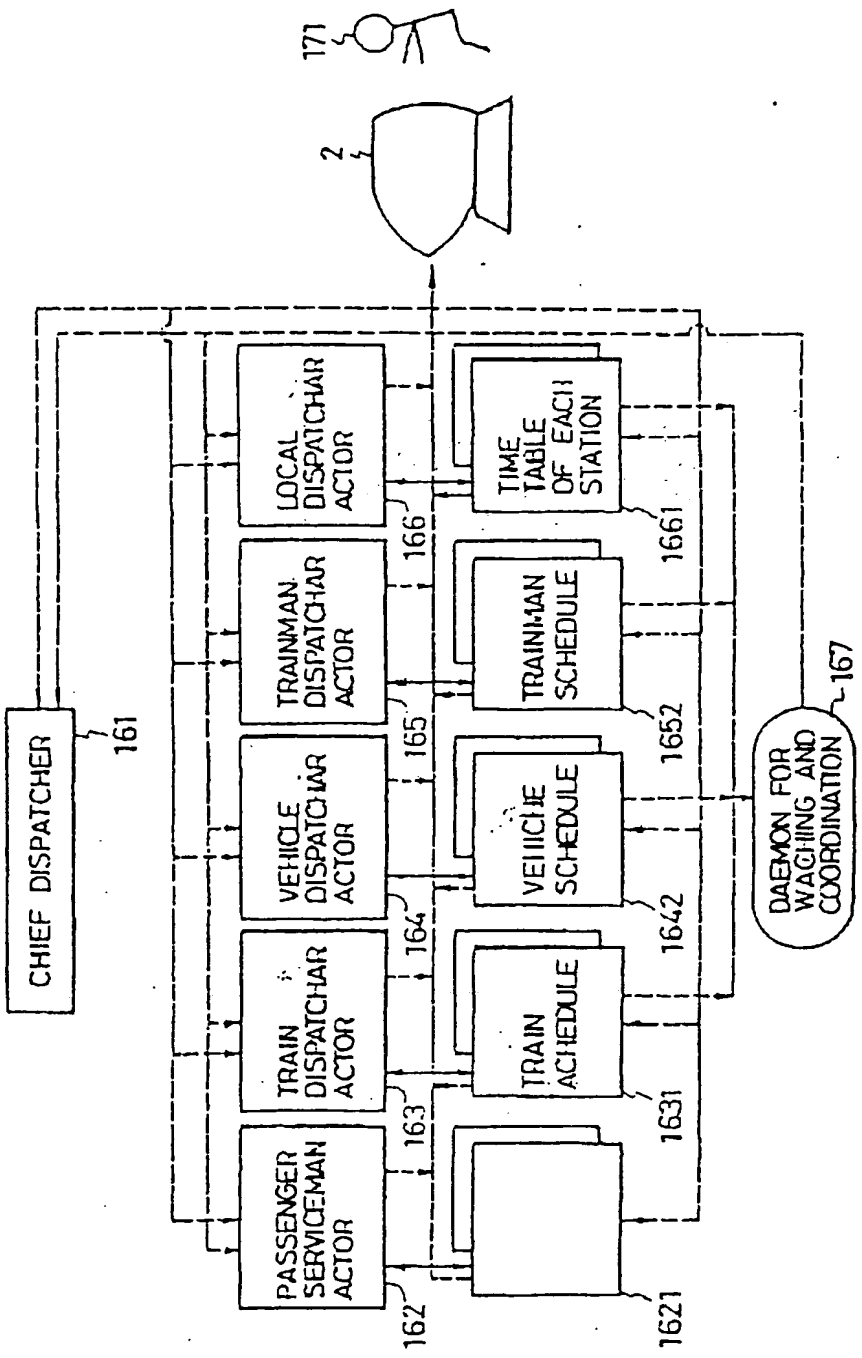

171
2
CHIEF DISPATCHER
161
LOCAL DISPATCHAR ACTOR
TRAINMAN DISPATCHAR ACTOR
VEHICLE DISPATCHAR ACTOR
TRAIN DISPATCHAR ACTOR
PASSENGER SERVICEMAN ACTOR
166
165
164
163
162
TIME TABLE OF EACH STATION
TRAINMAN SCHEDULE
VEHICLE SCHEDULE
TRAIN SCHEDULE
1661
1652
1642
1631
1621
DAEMON FOR WAGHING AND COORDINATION
167

FIG. 13

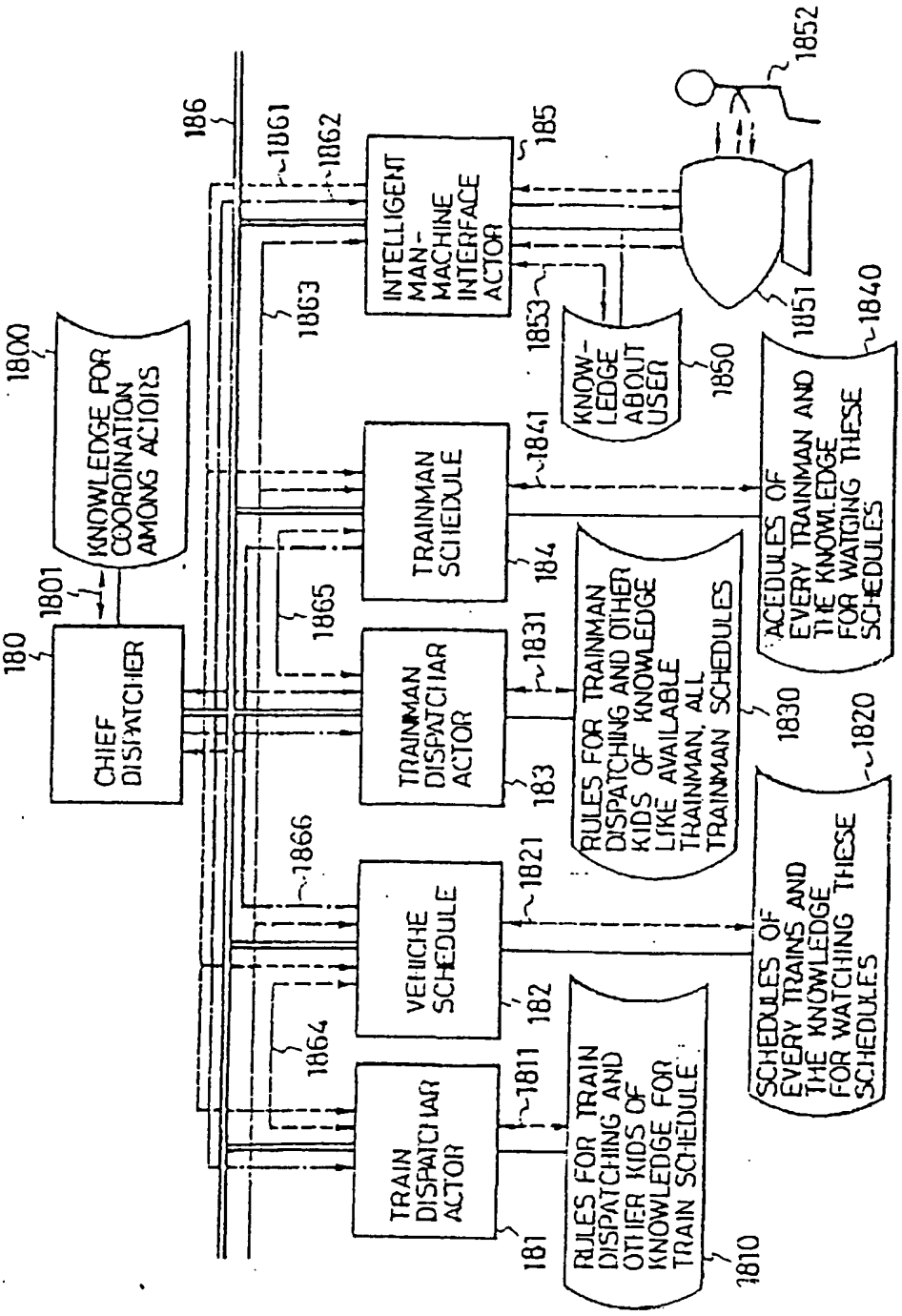

1800
KNOWLEDGE FOR COORDINATION AMONG ACTORS
1801
180
CHIEF DISPATCHER
186
1861
1862
1863
INTELLIGENT MAN-MACHINE INTERFACE ACTOR
185
1852
1851
1853
KNOW-LEDGE ABOUT USER
1850
1840
ACEDULES OF EVERY TRAINMAN AND THE KNOWLEDGE FOR WATCHING THESE SCHEDULES
1865
TRAINMAN SCHEDULE
1841
184
1831
TRAINMAN DISPATCHAR ACTOR
183
RULES FOR TRAINMAN DISPATCHING AND OTHER KIDS OF KNOWLEDGE LIKE AVAILABLE TRAINMAN, ALL TRAINMAN SCHEDULES
1830
1866
1821
VEHICHE SCHEDULE
182
1820
1864
1811
TRAIN DISPATCHAR ACTOR
181
RULES FOR TRAIN DISPATCHING AND OTHER KIDS OF KNOWLEDGE FOR TRAIN SCHEDULE
1810
SCHEDULES OF EVERY TRAINS AND THE KNOWLEDGE FOR WATCHING THESE SCHEDULES

FIG. 14

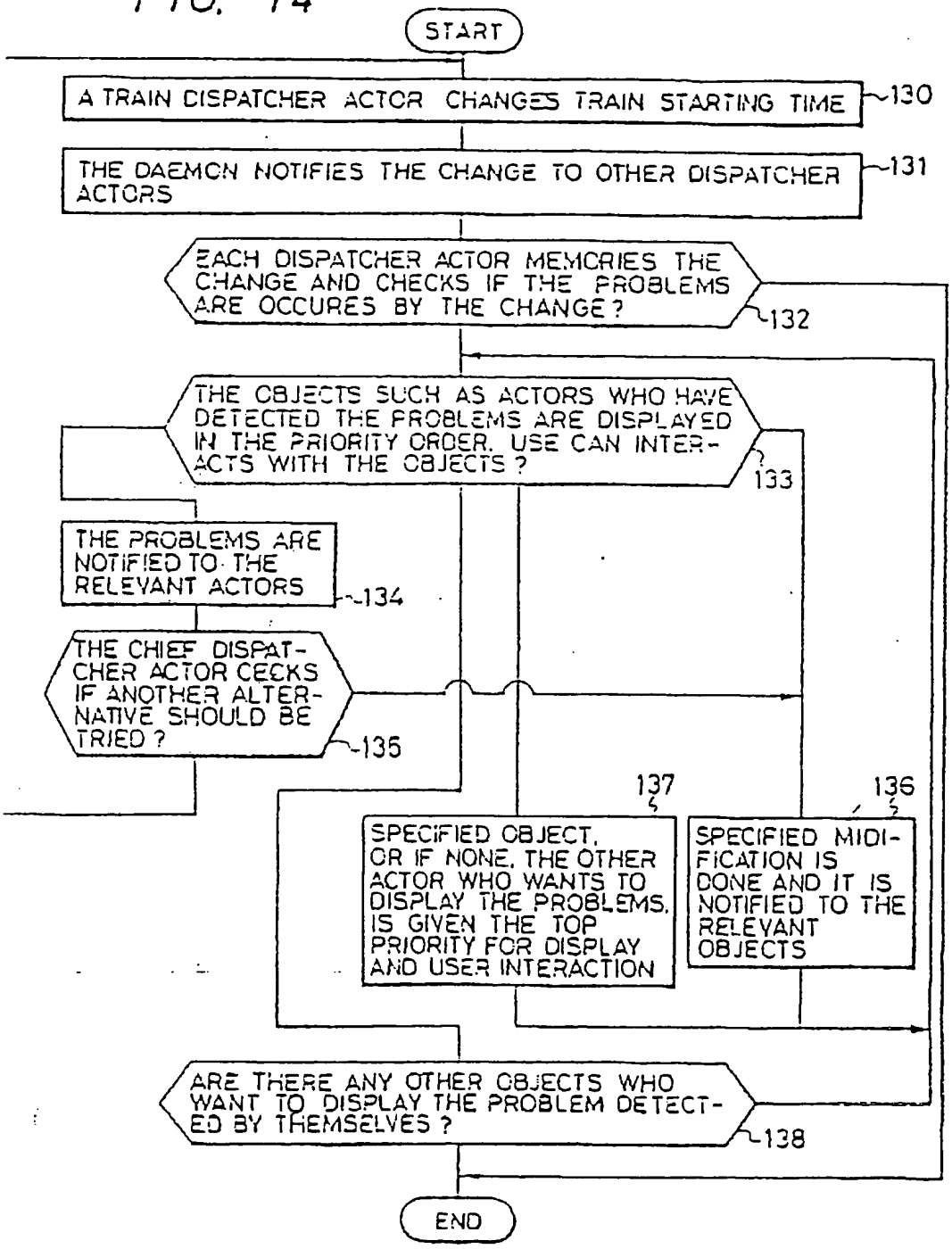

START
A TRAIN DISPATCHER ACTOR CHANGES TRAIN STARTING TIME
130
THE DAEMON NOTIFIES THE CHANGE TO OTHER DISPATCHER ACTORS
131
EACH DISPATCHER ACTOR MEMORIES THE CHANGE AND CHECKS IF THE PROBLEMS ARE OCCURES BY THE CHANGE?
132
THE OBJECTS SUCH AS ACTORS WHO HAVE DETECTED THE PROBLEMS ARE DISPLAYED IN THE PRIORITY ORDER. USE CAN INTERACTS WITH THE OBJECTS?
133
THE PROBLEMS ARE NOTIFIED TO THE RELEVANT ACTORS
134
THE CHIEF DISPATCHER ACTOR CECKS IF ANOTHER ALTERNATIVE SHOULD BE TRIED?
135
137
SPECIFIED OBJECT, OR IF NONE, THE OTHER ACTOR WHO WANTS TO DISPLAY THE PROBLEMS, IS GIVEN THE TOP PRIORITY FOR DISPLAY AND USER INTERACTION
136
SPECIFIED MIDIFICATION IS DONE AND IT IS NOTIFIED TO THE RELEVANT OBJECTS
ARE THERE ANY OTHER OBJECTS WHO WANT TO DISPLAY THE PROBLEM DETECTED BY THEMSELVES?
138
END

FIG. 15

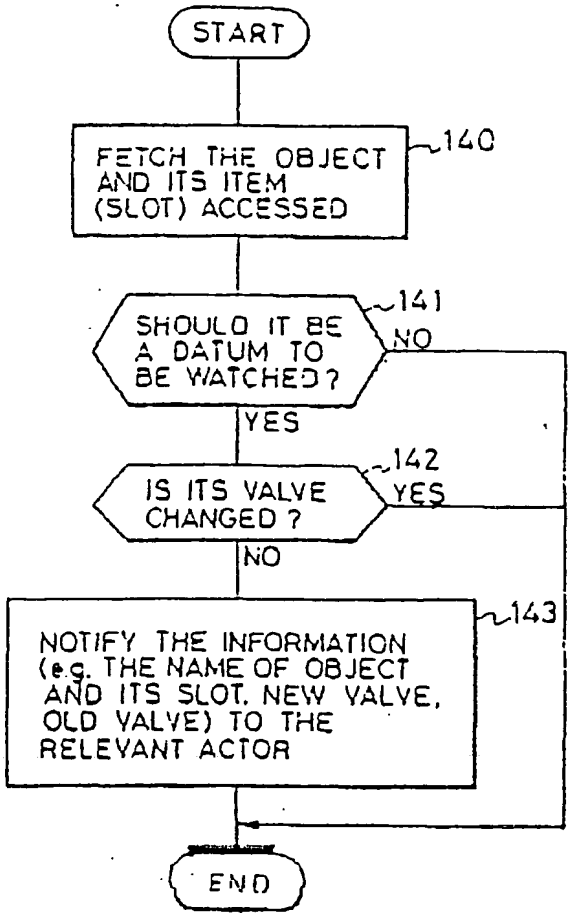
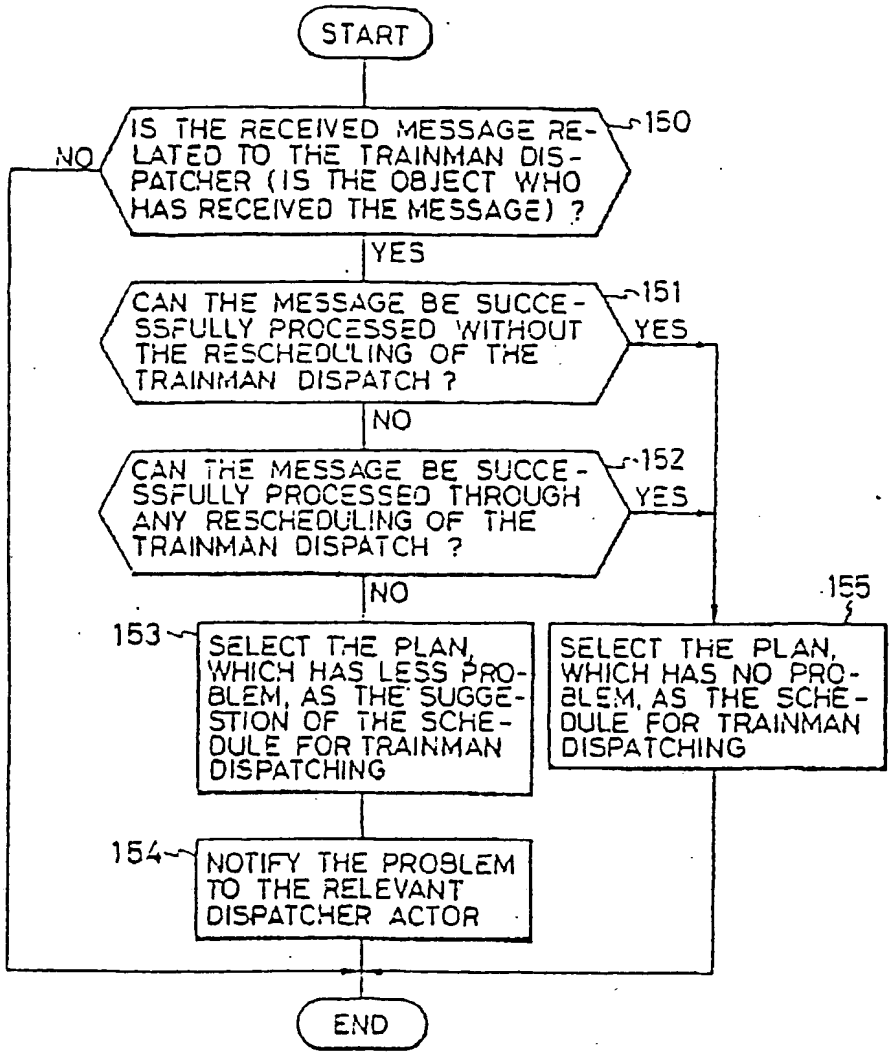

START
FETCH THE OBJECT AND ITS ITEM (SLOT) ACCESSED
140
SHOULD IT BE A DATUM TO BE WATCHED?
141
NO
YES
IS ITS VALVE CHANGED ?
142
YES
NO
NOTIFY THE INFORMATION (e.g. THE NAME OF OBJECT AND ITS SLOT, NEW VALVE, OLD VALVE) TO THE RELEVANT ACTOR
143
END

FIG. 16


START
IS THE RECEIVED MESSAGE RELATED TO THE TRAINMAN DISPATCHER (IS THE OBJECT WHO HAS RECEIVED THE MESSAGE) ?
150
NO
YES
CAN THE MESSAGE BE SUCCESSFULLY PROCESSED WITHOUT THE RESCHEDULING OF THE TRAINMAN DISPATCH ?
151
YES
NO
CAN THE MESSAGE BE SUCCESSFULLY PROCESSED THROUGH ANY RESCHEDULING OF THE TRAINMAN DISPATCH ?
152
YES
NO
153
SELECT THE PLAN, WHICH HAS LESS PROBLEM, AS THE SUGGESTION OF THE SCHEDULE FOR TRAINMAN DISPATCHING
154
NOTIFY THE PROBLEM TO THE RELEVANT DISPATCHER ACTOR
155
SELECT THE PLAN, WHICH HAS NO PROBLEM, AS THE SCHEDULE FOR TRAINMAN DISPATCHING
END

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(54) Transit schedule generating method and system.

(57) This invention relates to a method of and a system for generating and correcting or regulating a transit schedule of a transportation medium, such as a train and an airplane. Schedule tables for transportation media in which the numerical values for various items, such as departure and arrival time, place of departure, transportation media and trainmen to be allotted and connection transportation media are correspondingly shown, general or individual diagrams of plans of using transportation media and departure and arrival time, which are edited from a point of view different from the point of view from which the schedule tables are generated, and diagrams of working plans of all or individual operations to be carried out by trainmen and other workers are all stored in a memory, and these diagrams of plans and tables are displayed in arbitrary sizes and shapes in arbitrary positions at arbitrary time in a display unit, such as a multiwindow. Whenever variations occur in the schedules and actual transit condition, the influence thereof upon the schedules is checked. If there are any problems, they are eliminated automatically in a predetermined range of the diagrams, or picture for describing and giving guidance to the elimination of these problems are displayed at once. This invention is characterized in that it includes a first actor managing a transit schedule of an object to the transported, and a second actor for managing a transit schedule of a transportation medium for transporting this object, each actor having active knowledge and passive knowledge, the information held by one actor being exchanged with that held by the other to prepare schedule data managed by itself, on the basis of the exchanged data.

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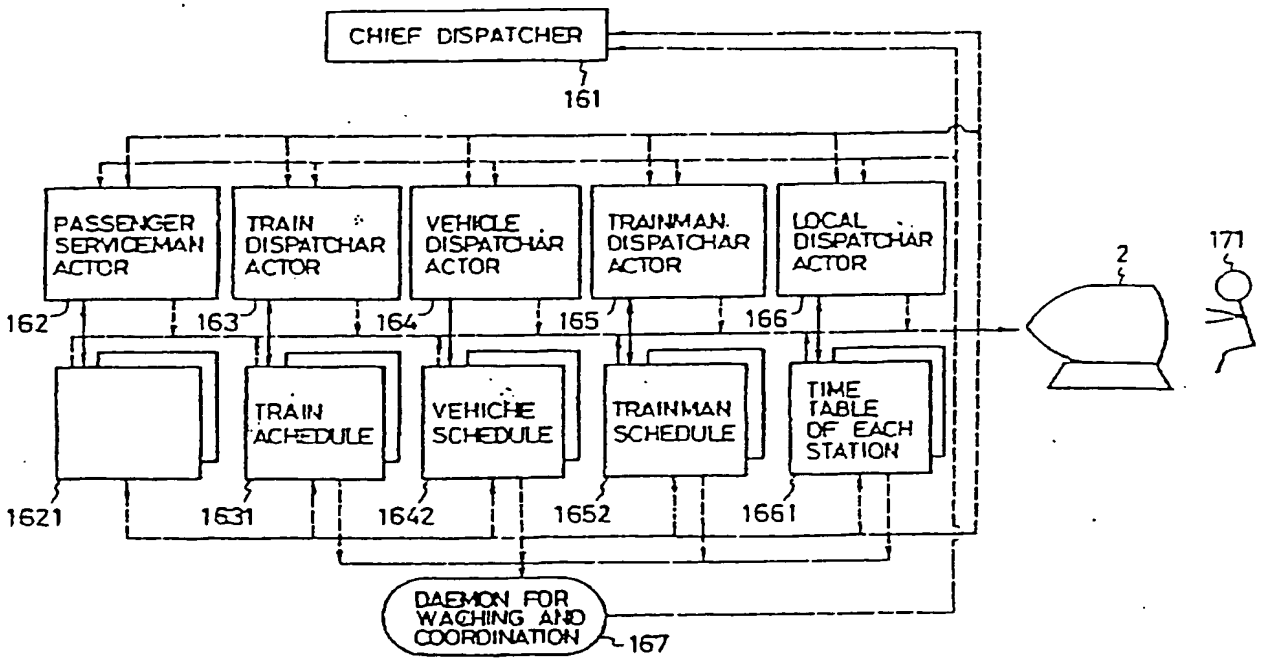
FIG. 12


CHIEF DISPATCHER
161
PASSENGER SERVICEMAN ACTOR
TRAIN DISPATCHAR ACTOR
VEHICLE DISPATCHAR ACTOR
TRAINMAN DISPATCHAR ACTOR
LOCAL DISPATCHAR ACTOR
2
171
162
163
164
165
166
TRAIN ACHEDULE
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TRAINMAN SCHEDULE
TIME TABLE OF EACH STATION
1621
1631
1642
1652
1661
DAEMON FOR WACHING AND COORDINATION
167

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EUROPEAN SEARCH REPORT

Application Number

EP 86 10 2668

DOCUMENTS CONSIDERED TO BE RELEVANT

Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl.4)
A	PROCEEDINGS AIAA/IEEE 6TH DIGITAL AVIONICS SYSTEMS CONFERENCE, Baltimore, December 1984, pages 95-101; S.E. CROSS: "Model-based reasoning in expert systems: An application to enroute air traffic control" ---		G 06 F 15/60 G 06 F 15/21
A	ACM TRANSACTIONS ON PROGRAMMING LANGUAGES AND SYSTEMS, vol. 3, no. 4, October 1981, pages 353-387, ACM; A. BORNING: "The programming language aspects of thinglab, a constraint-oriented simulation laboratory" -----		

TECHNICAL FIELDS SEARCHED (Int. Cl.4)

G 06 F 15/60
G 06 F 15/20
G 06 F 15/21
G 06 F 15/40
B 61 L 27/00

The present search report has been drawn up for all claims

Place of search	Date of completion of the search	Examiner
THE HAGUE	08-02-1990	GUINGALE A.

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Y : particularly relevant if combined with another document of the same category
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